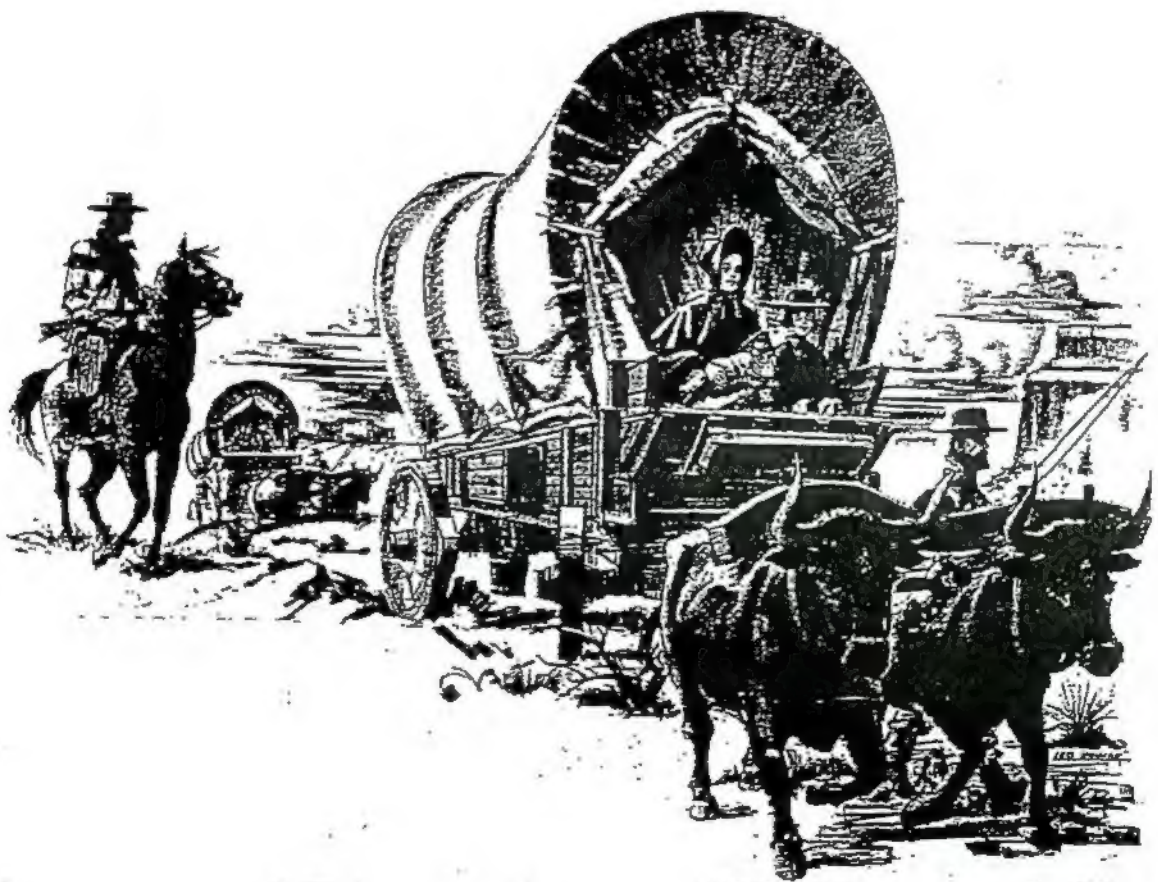


WARRENTON

1791-1991

LYLE ANDERSON



FOREWORD

The author lived on a western Washington stump-ranch thru high school and worked summers in Astoria in fisheries while doing graduate work in chemistry at the University of Washington. He lived in Warrenton from 1952 until the time of this writing and collected historical notes about the town from 1965 to 1990. These notes were organized from 1990 to 1992. Some of the information was acquired by asking individuals, some of it was found in old publications, and some of it was deduced. Events thru the two hundred years were treated chronologically, by and large, altho at times the emergence of ancillary subjects prevented this.

Credits and many thanks are due to a large number of people both in and out of Warrenton. In fact, without their help there wouldn't have been very much to write.

INDIANS

The Clatsop Indians were established on Warrenton soil before any Caucasians arrived but scholars differ about the place of origin of the Indians. The American Indians possess the same type of eyelid as African blacks and Caucasians, whereas the Aleuts and Inuits have an eyelid somewhat similar to that of Asians.

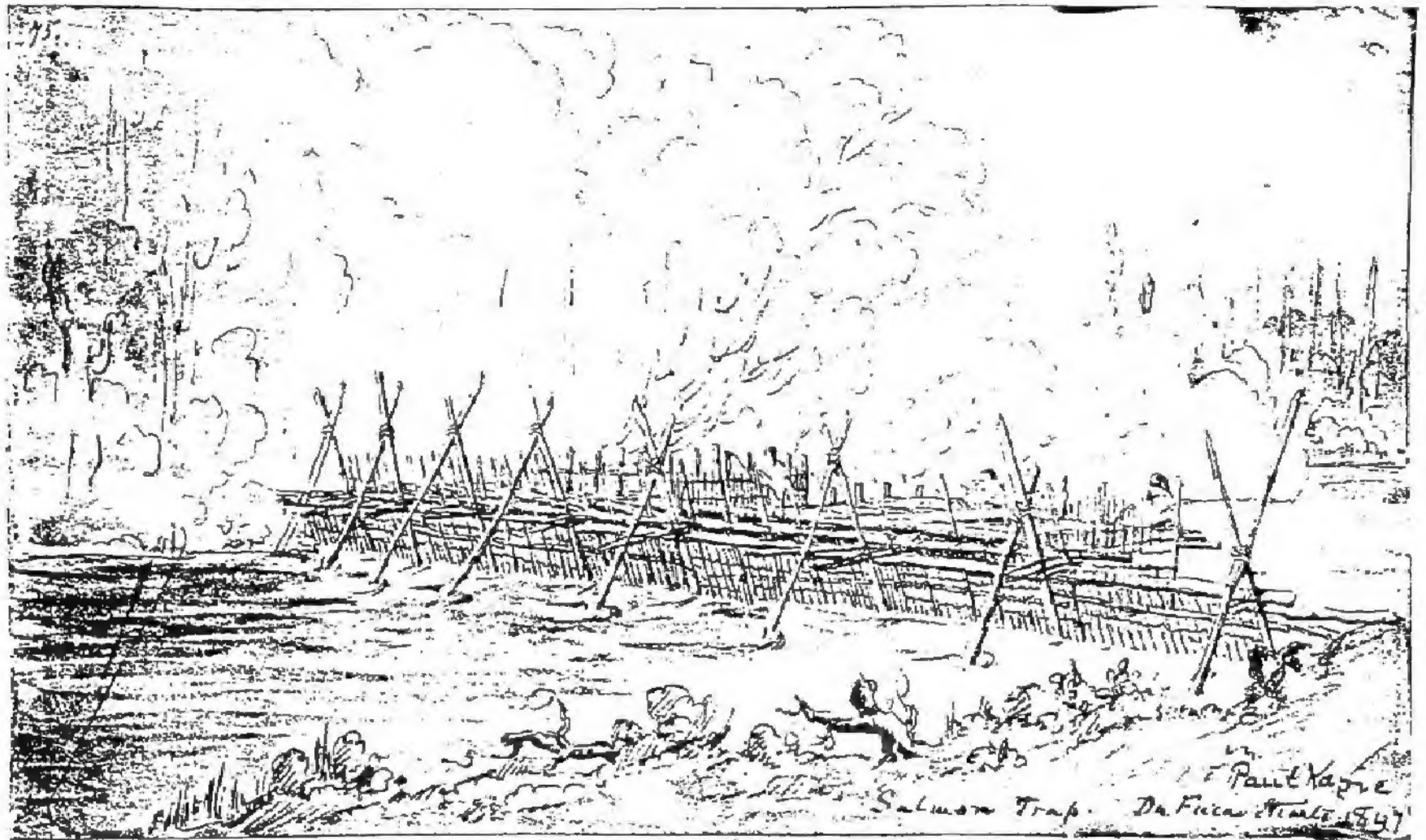
Captain Robert Gray sailed his ship, the Columbia, across the Columbia River Bar in 1792 but did not make contact with the natives. When Lewis and Clark arrived by land in 1806 they found that the natives had already contracted Caucasian diseases from the fur traders that were sailing up and down the coast.

The Clatsops were of small stature, were not a warlike people, they kept slaves, lived in community housing shacks made of Red Cedar shakes, had no domestic animals but the dog (and they ate some of them), did not practice agriculture, did not like salt, and had sanitation that was less than rudimentary (a point on which Peter Corney and artist Paul Kane disagree with Lewis and Clark). They practiced bigamy, had vast resources of crustaceans, riverine fish, birds, and upland game, had no government but had chiefs and influential men, had some influential women, and were decimated by great plagues in 1828 and 1832.

Modern so-called civilized men could well learn a lot about warfare and diplomacy from these tribes. Once a Chicalish (Chehalis) Indian was killed by a Clatsop for some reason or other. So some members of the Chicalish came across the Columbia River to seek retribution. The Clatsops used logs for breastworks and the Chicalish did likewise. However the Chicalish took up positions well out of musket range. Then each side whooped and hollered and pounded on logs with sticks. A shot or two was fired. After a while the Chicalish decided the wrong had been sufficiently avenged by now so they withdrew and thus many of them lived happily ever after, at least as far as this event was concerned.

The Indians had their own methods of catching salmon and sturgeon. Wild flax was native east of the Cascades and could be obtained by barter. Materials on the coast that were used for fish lines were nettles, spruce roots, and Red Cedar bark. Toggle sticks were used in lieu of fish hooks.

To build traps they pushed willow withes into the sand in a row near the bank where a salmon run swam. With these withes as a warp, other willow sticks were woven in to form a web that became the lead for a trap. Eventually the lead closed in to a similar lead and the passage way became narrower and narrower. By now each side had flexible, horizontal, sharpened sticks that pressed against the fish as it swam up the passageway. The trap now had a top and a



Paul Kapre
Salmon Trap. De Fica, Alaska 1897

bottom and it came to a dead end. If the salmon tried to swim backwards with pectoral fins the sharp sticks gouged under its' scales. Salmon are a strong and most determined fish and the wooden web would have had considerable strength at this point. Long strong lines were required to catch sturgeon because they lie in the deep holes in the estuary.

In the early 1800s the Clatsops had villages at Point Adams (Neahkestuk), Tansyhint (Neahkstow), Tucker Creek (up Youngs River), and at the mouth of the Necanicum in Seaside (still called Indian Place). However archaeologists have found over 50 middens in this area, some of which date back to the B. C. era. Bob Drucker explored the sites for National Geographic and had quite a collection.

Middens are the garbage dumps of primitive people and archaeologists simply adore them. Some middens contain humanbone arrangements that indicate that interment was sometimes practiced altho the corpse of a slave would be treated differently than that of a freeman.

Most of the tools that have survived the wet climate were made of elk or deer horn and bone. A few of them were made of whale bone. Paul See found a knife in the sand at Del Rey Road that was made from whale bone and a recognizable dog had been carved at the end of the handle. The knife probably was used to clean razor clams.

For food from the plant kingdom the Indians used camas, cowse, wild onion, shamatoowhee, and wapato. All of these were inland foods that were obtained by trading since the Clatsops had much barter stock. On the coast, foods that were used were cranberries, salal berries, huckle berries, salmon berries, strawberries, and black berries. The shanatowee is the first years growth of the "edible" (!) thistle. The root of the wild blue lupine, when baked, is similar to baked sweet potato. Due to the manner of treatment it is assumed that the blackberry is the wild, ground-hugging type and not the Himalaya or the Evergreen kind that grow in brambles. The Indians pounded dried venison with berries, pressed the two into cakes, and dried them some more. Salal berries were preferred for these pemican cakes.

B. C. Payette and artist Paul Kane wrote about the large cedar shake houses that the Indians made. They used no chimney so they left the slightly coned roof open and built the fire beneath this opening. They slept on bunks built waist high around the walls. At least one house was entered by crawling thru an oval opening between the legs of the figure of a man on the wall. A short plank, hung outside, covered the opening as it swung to rest.

Several people wrote about the primitive level of housekeeping that was practiced as, for example, fish scraps were left for days where they had been tossed.

In his journal, Missioary Frost gave an interesting description of a Clatsop brave:



" Ten spiral shells hung from each ear and from his nose septum. His face and parts of his body were daubed with red clay, a rude cap adorned with feathers was on his pan-caked, shaped head, his long hair was queued up behind and on which was suspended a bunch of shells and some feathers. He wore a short dirty shirt for clothes. He was the perfect beau."

The Chinook Jargon, or Wawa, originated on the coast and the Clatsops must have used it in trading because they had surplusses and shortages. The white fur traders smoothed out the Jargon with Caucasian terms. Some examples of the Jargon are: Hama in Salish means stink, like rotten fish. Hama hama in Jargon becomes big stink like many dead fish. Skookum means strong or much, and skookum chuck means a strong or bad place.

Now 'yes' in Jargon is 'Uh Ho', so when we say 'Uh Huh' in western slang, are we clinging to the Chinook Jargon because the term is not used in the east. And where did our 'Unt Uh' for 'No' originate? It might answer the question.

The Clatsop men were said to be brutes and the women to be devoid of shame. Infant mortality was high because the women were forced to gather food instead of caring for babies. Frost told of a single mother trying to care for a sick child with only a woven reed blanket for a cover.

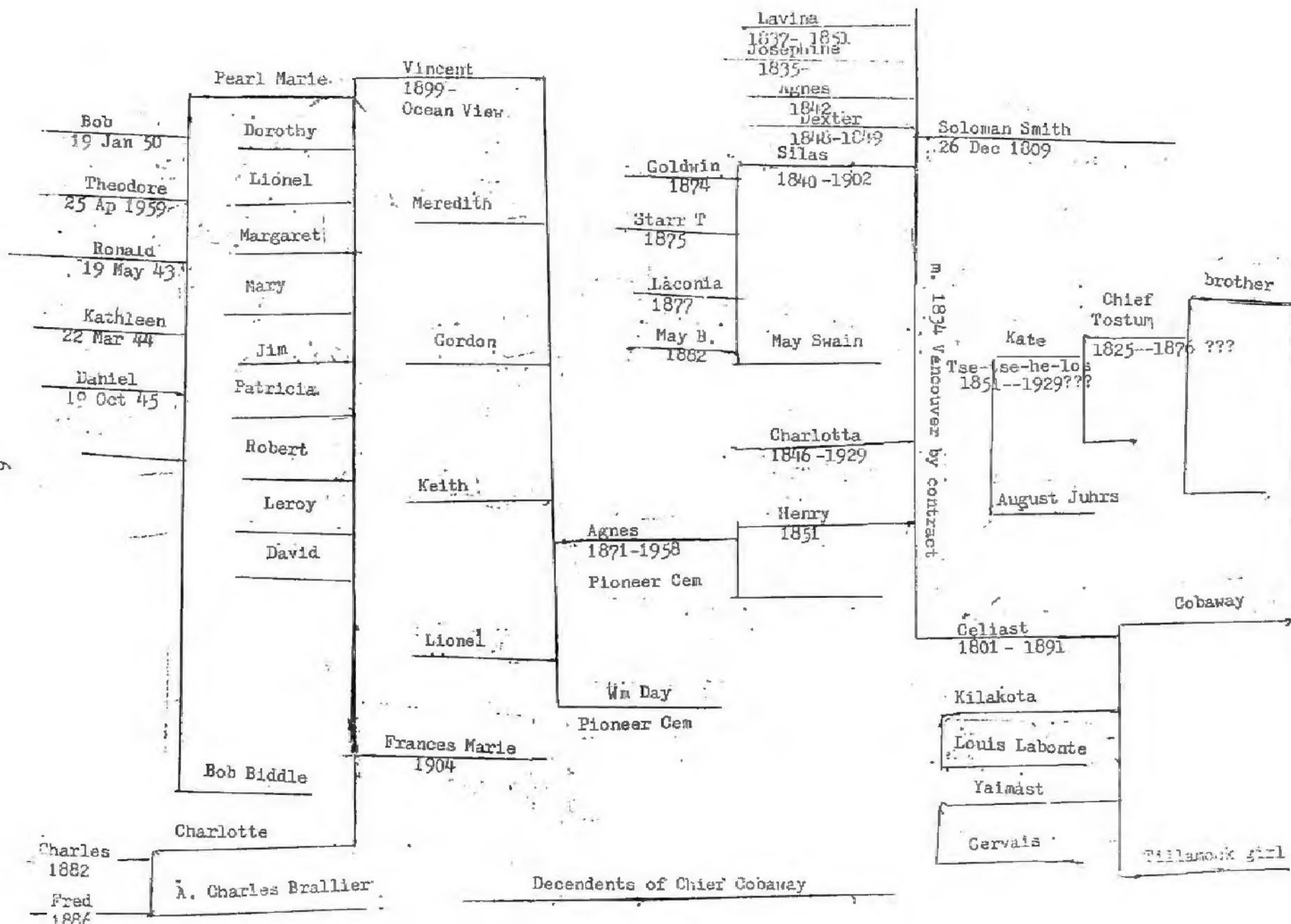
Quite a few people in Warrenton have Indian ancestry but like all the other ethnic groups the blood is so dilute that there is no yearning for a lodge. There is an Indian organization on the Washington shore of the estuary however.

SOLOMAN SMITH

Skipping past the traders and the trappers, the first caucasian to settle in Warrenton country was Solomon Smith. He was quite a versatile chap and his biography would be well worth reading--or writing if it hasn't yet been written.

Hailing from New Hampshire, Solomon studied and practiced medicine some, taught school some, was a farmer, a merchant, and a state senator. Adventure-some, he came to Oregon with the Nathaniel Wyeth Expedition in 1832 and stayed around Vancouver for several years. He built an ox-powered grist mill at Fort Vancouver and then later taught school there. Around 1833 he married Celiast, one of the three outstanding daughters of Clatsop Chief Cobaway. Apparently some of the Chief's ability was handed down. Chief Cobaway was personable and Lewis and Clark liked him. The other daughters were Kilakotah, wife of Louis Labonte, and Yalmast, wife of Joseph Gervais. These men were on French Prairie in the Willamette Valley.

In 1840 Solomon and Celiast moved to the site of future Warrenton and Solomon settled on land that he later declared to be his homestead. Solomon's reasons for coming to the coast were partly to satisfy Celiast's yearning for



her native region and partly to accompany Daniel Lee to the Columbia River mouth to set up a Methodist Mission. Lee was a member of the group of missionaries who came to the coast; however most of the group came on the ship Lausanne, that the church had chartered for the trip in 1840. Joseph Frost headed the group and they built a mission at Point Adams which Wilkes marked on the first survey charts in 1841. Lee returned to the Willamette Valley, Frost stayed on at the Mission for 10 years, and Solomon Smith became the first Caucasian settler in 'Warrenton'. Solomon and Celiast had 3 children, the best known of which was Silas. He graduated from Yale with a degree in law. He was a brilliant speaker and was much sought for lectures. However race prejudice prevented him from having a successful law practice. He wrote many articles for the Oregon Historical Society and it would be folly to question their veracity. He called his mother Celiast Cobaway tho Solomon seemed to call her Helen. He lived on Solomon Smith's claim which was on the west side, south end, of Smith Lake, just south of (the 2nd) 'Mission Place'. The river beach where the first Mission building was located had eroded, forcing the move.

Frost's detailed diary "Ten Years in Oregon" is extant and highly informative.



SOL. H. SMITH.

MRS. HELEN SMITH



SILAS B. SMITH,
SKIPANON, OR.

MRS. S. B. SMITH,
SKIPANON, OR.

The Smith Claim was called Idyllwilde, and the Clatsop name for Smith Lake was O-mo-pah. Smith Point in Astoria is named after Tickie Smith, not Solomon.

Soloman and Celiast taught school for many Indian children and they raised several orphaned or abandoned Indian children. Celiast would not be called erudite but she was as solid as the Rock of Gibraltar and she could relate to the Indian children in a way that no Caucasian could.

From her heritage, wisdom, and personality Celiast had a position among the Clatsops but it was not infallible. Once a small group of Indians elected to camp at a fishing stream to await the impending salmon run. Celiast told Frost that the stream was at Cape Lookout.

The Indians had a time-honored tradition to respect in that the first salmon of the season must be set aside with a 'salmon' berry in its' mouth. After that the whole tribe could reap the harvest as best they could. This was the advance group to clear away the traditional requirements.

As the party waited impatiently for the salmon to arrive, one of the members fell ill with a severe stomach ache and he lay on the ground moaning. The consensus of the group was that this was indeed a very bad omen and that the salmon would never start to run under such conditions.

When word of the dark and murderous disposition of the camping group reached Celiast, she visited the watch site and sought to allay their ill-founded fears. However after she left, the Indians were not dissuaded and they dug a pit nearby. Seizing the stricken man they tossed him into the pit and shovelled the dirt in on top of him.

When the salmon arrived they put a berry in its' mouth and felt assured that they had done the right thing.

Partial U S Census of Clatsop County Oregon: Youngs River and Prairie 1860

<u>Name</u>	<u>Age</u>	<u>Occupation</u>	<u>Birthplace</u>
Jo seph Jeffers	52	Mason	"
George Flavel	35		N. Y.
B.C. Kindred } <i>Nammonah</i>	42		Ind.
Rachel Kindred } <i>Housewife</i>	39		Ky.
W. W. Raymond } <i>Deer & Indian</i>	45		N. Y.
Elmira Raymond } <i>Interpreter</i>	46		N. Y.
G. W. " }	14		OR
Boy " }	12		OR
Boy	10		OR
Boy	8		OR
S. H. Smith } <i>1st Settler in</i>	50	51	N.H.
Ellen } <i>Warrantor</i>	51	52	OR
Silas " }	20		OR
Charlotte " }	14		OR
Henry " }	9		OR

1888 POLK DIRECTORY OF OR WA ID

Skipanon

Sometimes called Lexington, it is situated on Skipanon Creek, 7 miles SW of Astoria, which is the County Seat, banking and shipping point. it contains a church and an ungraded district school. Ships chiefly dairy products; population 164; mail triweekly; H. Brallier carpenter; Chas. Butterfield-cheese factory; Rev. John Day; S. T. Harrison-blacksmith; C. A. McGuire-livery stable; John Matier-fruit grower; Eveline Siferts-grower; Silas Smith-lawyer; Josiah West cheese factory; A.C. Wirt-general store.

The first taxes in Oregon were collected by Joe Meek in 1843 for the Provisional Government amounting to \$ 353.87, and it wasn't easy. It was levied at 50 ¢ per male of 21 years of age and descended from a white man, plus 1/8 of one per cent of the property value. It was estimated that Oregon property had a value of \$ 218,004. of which most was in the Willamette Valley.

Lt. Charles Wilkes and Crew spent 1839, 1840, 1841, and 1842 surveying the mouth of the Columbia River and adjacent lands. The 1841 charts of the Columbia River Entrance are the earliest accurate charts that we have. There are earlier eyeball sketches but they don't mean much to anyone but the artist.

Church news and western land news spread rapidly on the eastern seaboard. The Presbyterians sent a vanguard of missionaries to the Willamette Valley and after that the settlers started to trickle in. Most of them stopped in the Valley but some of them pushed on to the coast. The big attraction to the coast was the word that Clatsop Plains had no trees and that the land was ready for the plow. This was enticing news to the settlers because they knew that at 10 or 15 miles a day that it took all spring and summer to walk from Independence Missouri to the coast; that there was enough to do making a home without falling trees and grubbing out stump roots. So they came to Clatsop Plains.

Now Clatsop Plains was a great bay on the edge of the Pacific Ocean. not too long ago, and the waves gradually filled it in with 40 mesh beach sand. This sand can, and does, dry out in less than a week of dry weather and kill a farmers crop. Without means of irrigation, many of the Clatsop Plains settlers became discouraged and moved to Tillamook. Elbridge Trask was one of the first to make the move.

This wasn't public land when all this was happening because there wasn't any homestead law then. These people simply staked out a piece of land and lived on it. In other words they were 'squatters'. Congress didn't declare the country to be U. S. Territory until 1848 and the Homestead Act was passed in 1850.

Clatsop County pioneers formed an historical society around 1870 antedating the Oregon State Historical Society. From the pioneer's depositions and records we learn quite a little about life on the 'Trail' and life in the community.

It must be born in mind that only a few of the pioneers that came to Oregon came on to the coast. The years 1843 and 1844 saw huge wagon trains pour into the Willamette Valley.

Pioneers arriving in Warrenton

<u>Year</u>	<u>No. Arrived In Warrenton</u>	<u>Year</u>	<u>No. Arrived in Warrenton</u>	<u>Year</u>	<u>No. Arrived in Warrenton</u>
1804	1	1842	2	1850	40
1820	1	1843	31	1851	19
1832	3	1844	30	1852	26
1835	2	1845	36	1853	8
1836	5	1846	26	1854	4
1837	1	1847	70	1855	3
1838	6	1848	28	1856	6
1839	3	1849	49	1857	2
1840	6			1858	1

Thus in 1840 and for a decade thereafter settlers squatted on on land that they didn't own or make application to own. One can imagine the myriad of problems that they faced just to keep body and soul together. And their problems rose exponentially with time.

One of their problems was wolves, who were always looking for a free meal. In 1844 a Plains settler named Robert Morrison suffered some stock losses due to predatory wolves so he blew several blasts at night on a cow horn to frighten them. It worked at first but the wolves soon learned to enjoy music with their meals. Next he built a small, squarish, log enclosure that had no roof and whose sides sloped inward toward the top. He put the remnants of the previous nights kill inside. The next morning he found that he had caught a wolf all right but that the wolf had dug a hole beneath the bottom log and escaped. Morrison made some improvements and shot a couple of wolves but that didn't seem to reduce the wolf population very much. Morrison had been a wagon train captain, and was gifted and resourceful.

Most of the settlers had live stock and, with the prevalence of wolves, meetings were held to discuss methods of coping with the problem. The meetings grew larger but as soon as a group of men got together at these 'wolf meetings', discussion invariably drifted to government. They could not understand why congress would not declare the far west to be U. S. Territory.

WOLF MEETINGS

These wolf meetings, as they were widely called, were held in the Willamette Valley and elsewhere. Finally a 'Committee of Twelve' was appointed at Champoege (near Salem) in February 1843 to study the advisability of organizing a government themselves. On 2 May 1843 a still larger Wolf Meeting was called at Champoege to consider the Committee's report. At that time there was no convention center with chairs and a stage so the group met in an open field for a heated discussion. Finally after much talk thru the group, Joe Meek shouted out "Who's for a divide? All in favor of the divide and of an organization follow me!" It was close. Fifty two followed Joe Meek and fifty did not. Our Solomon Smith was one of the 102 men voting and he voted with the Americans. The name was to

be "THE FIRST AMERICAN GOVERNMENT ON THE PACIFIC COAST". There were Britons in the group and when congress acted five years later in 1848 these Britons were declared to be U. S. citizens.

This government was, and still is, called the 'Provisional Government' because, by Hokey, if Congress wouldn't provide a government for them they would provide their own!

PROVISIONAL GOVERNMENT

When the Provisional Government was formed, The District Representatives formed the Legislative Committee and three men formed the Executive Committee. Then the Legislators appointed the Judiciary.

No reference to Oregon was made in writing at this time altho in the heated discussion it probably came out.

It was wide open country. The Spaniards had their eyes on it and several of their names like Hecata and Juan de Fuca are very much on the maps today. But the Mexican war in 1846 pretty much quieted those claims.

Then the French were in the country with their Indian wives at Cham-poeg and French Prairie.

The English were at Victoria and they had a camp of soldiers on San Juan Island in Washington Sound--altho the peaceful Lummi Indians were no threat at all. The English at Fort Vancouver on the Columbis River were reparded as passive and friendly, in fact Dr. McLaughlin was chastized for being too friendly to Americans.

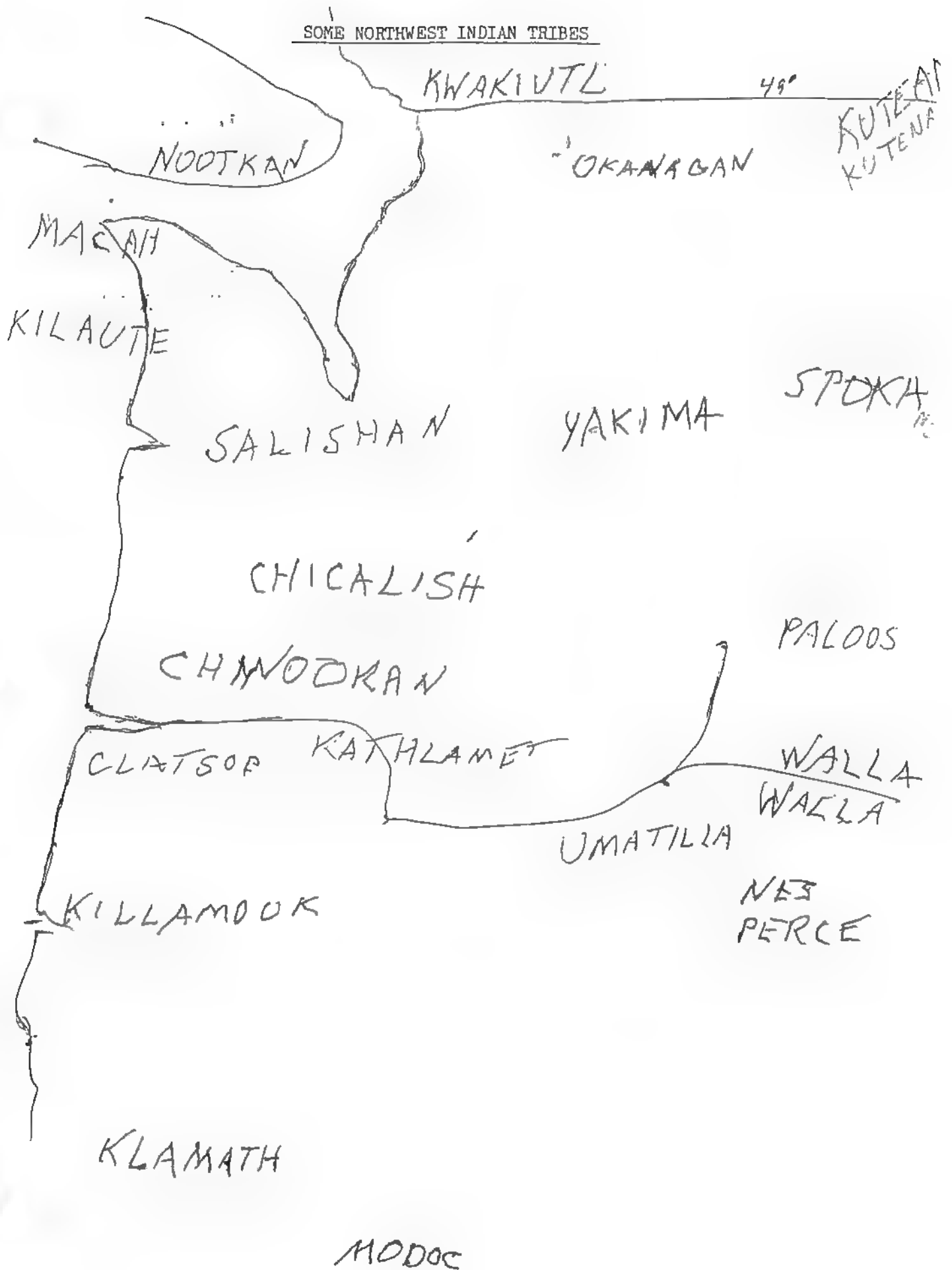
The Russians considered their Alaskan Claim to extend down to the 54°40' parallel.

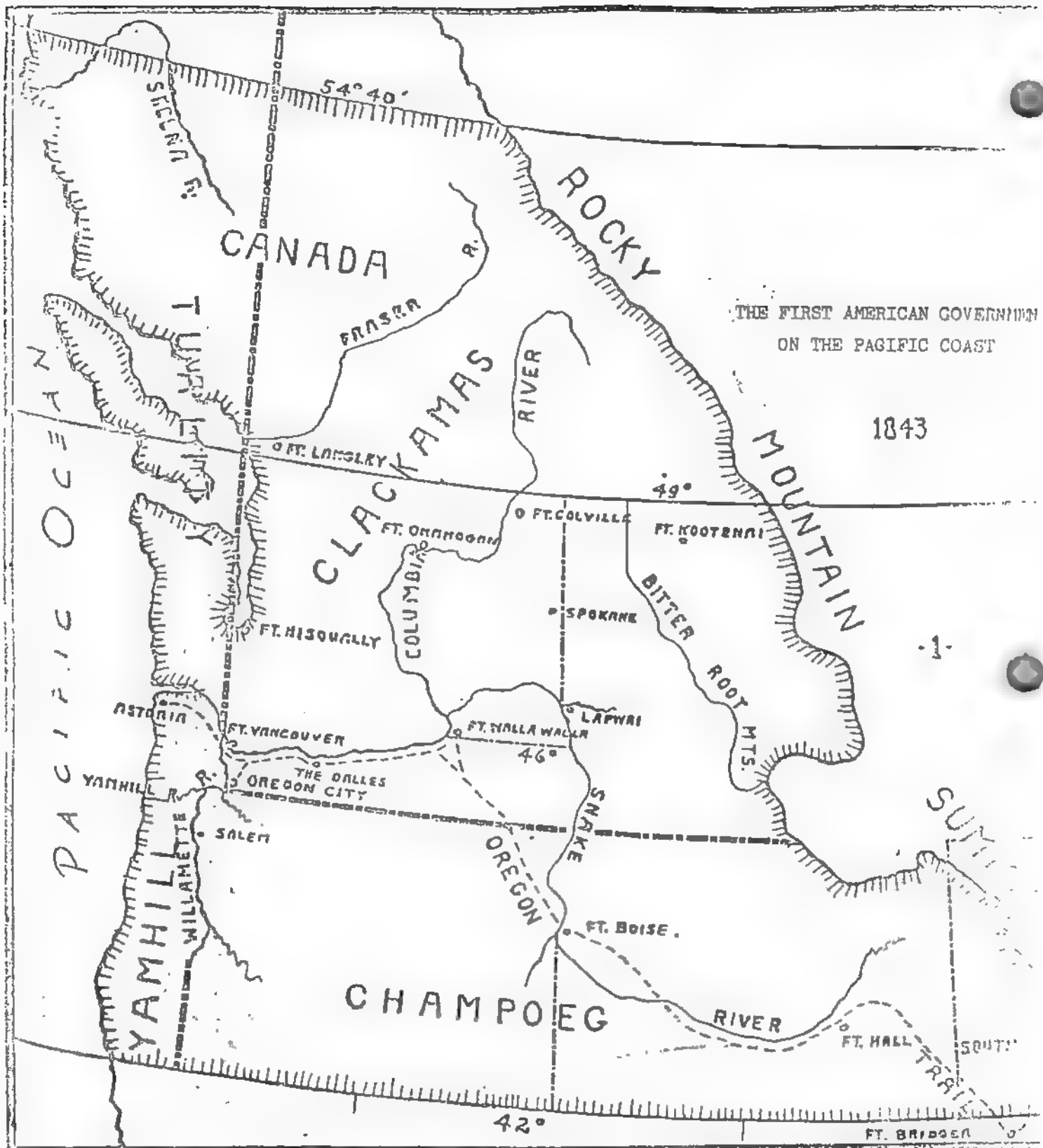
The District Representatives to the Provisional Government were not lacking in enthusiasm at all. They said that their "The First American Government on the Pacific Coast" included everything from the 42nd parallel up to 54° 40' parallel and from the ocean to the Rockies. The mere fact that it encompassed the British settlement at Vancouver and the English Camp on San Juan Island was of no consequence. They said '54-40 or fight' but they were not very definite about what they were going to use for a "Big Stick".

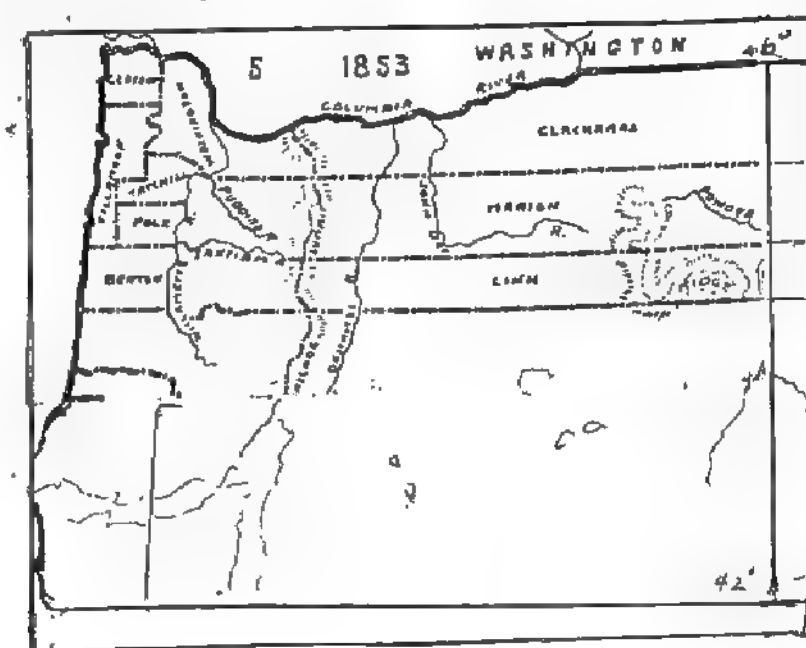
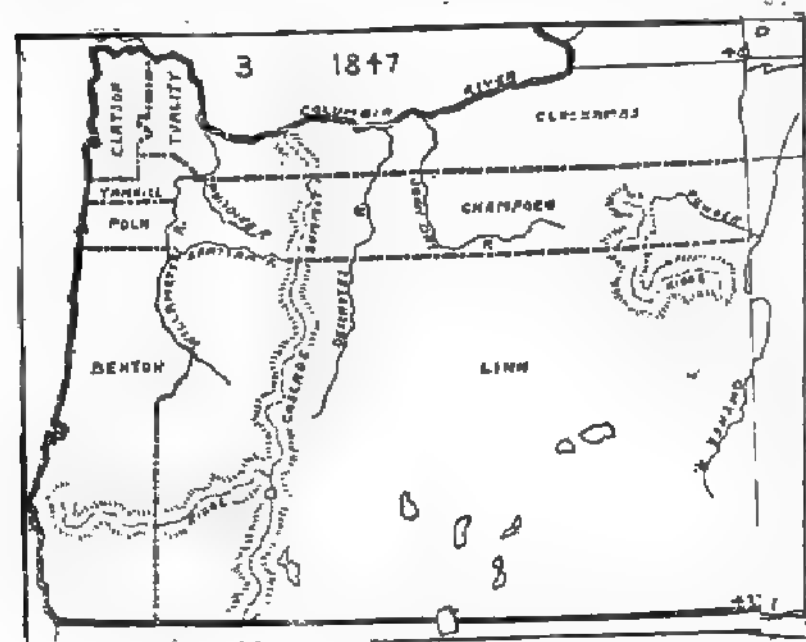
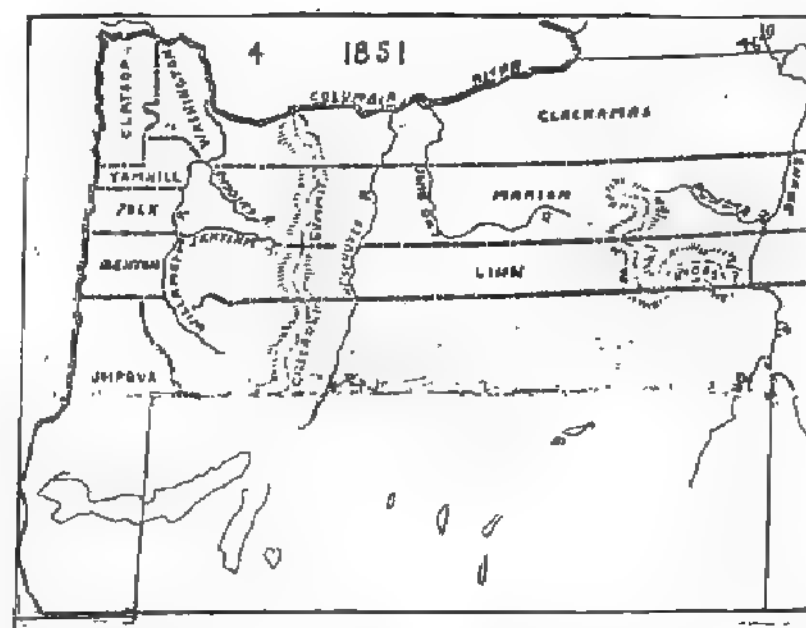
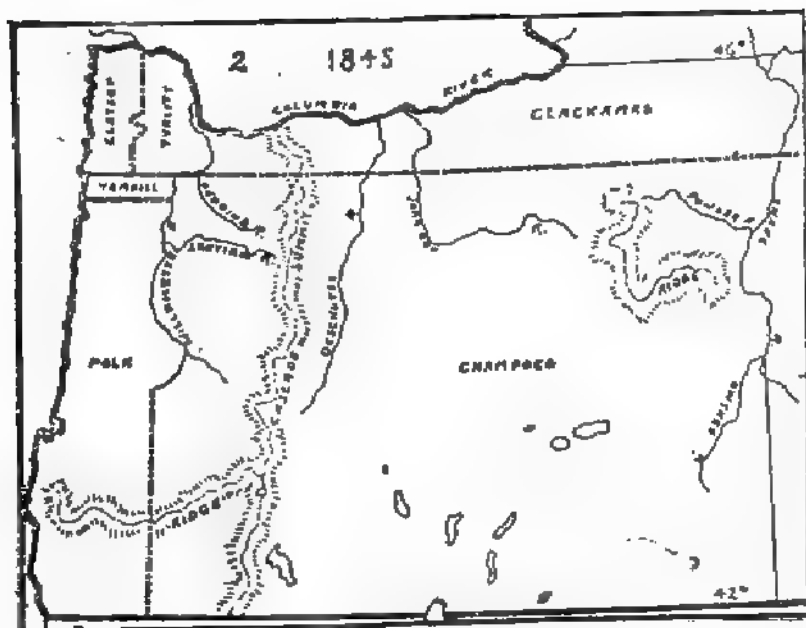
So they very generously included all of present day Oregon, Washington, Idaho, part of Montana, and most of British Columbia. They didn't worry any about the claims of the Northwest Indians since Americans have been well indoctrinated since the days of 'King Philip'.

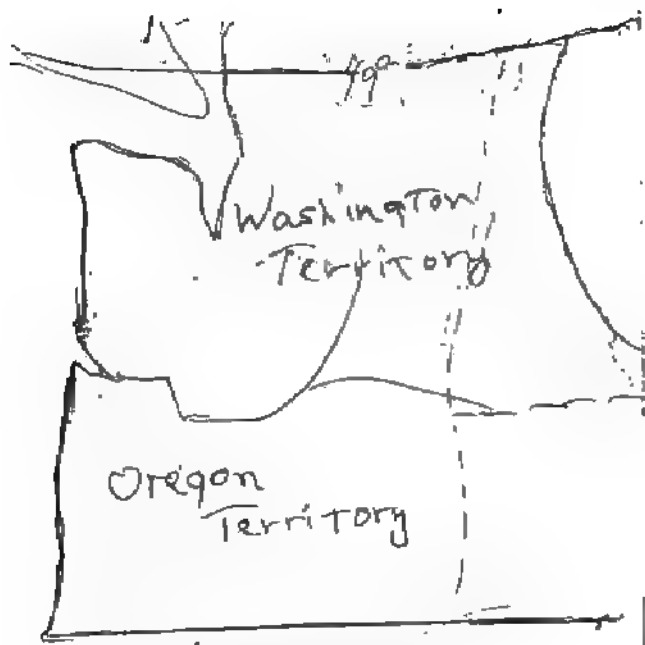
Their version, then, of the land that they claimed is given in map 1843.

SOME NORTHWEST INDIAN TRIBES





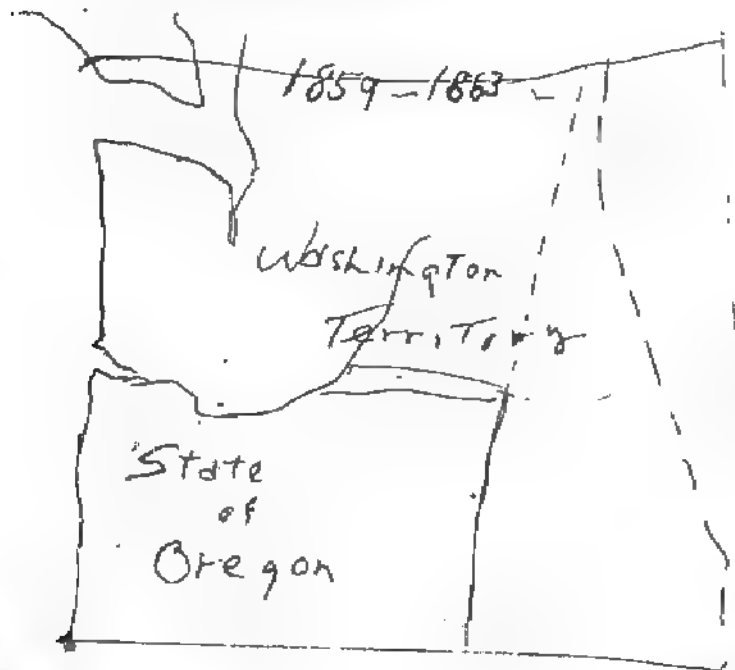




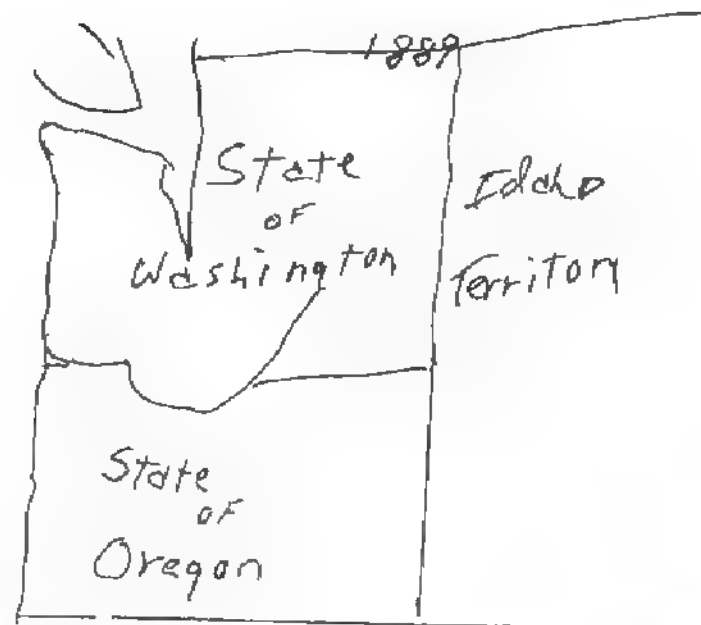
1853-1859



1863-1864



1859-1863



1889

Township N.º 8 North, Range N.º 10 West, Willamette Meridian.



10-11-1897
 Map of the Survey of Claims in the S. 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546,

Robert A. Hadenham
Surgeon of Ore.

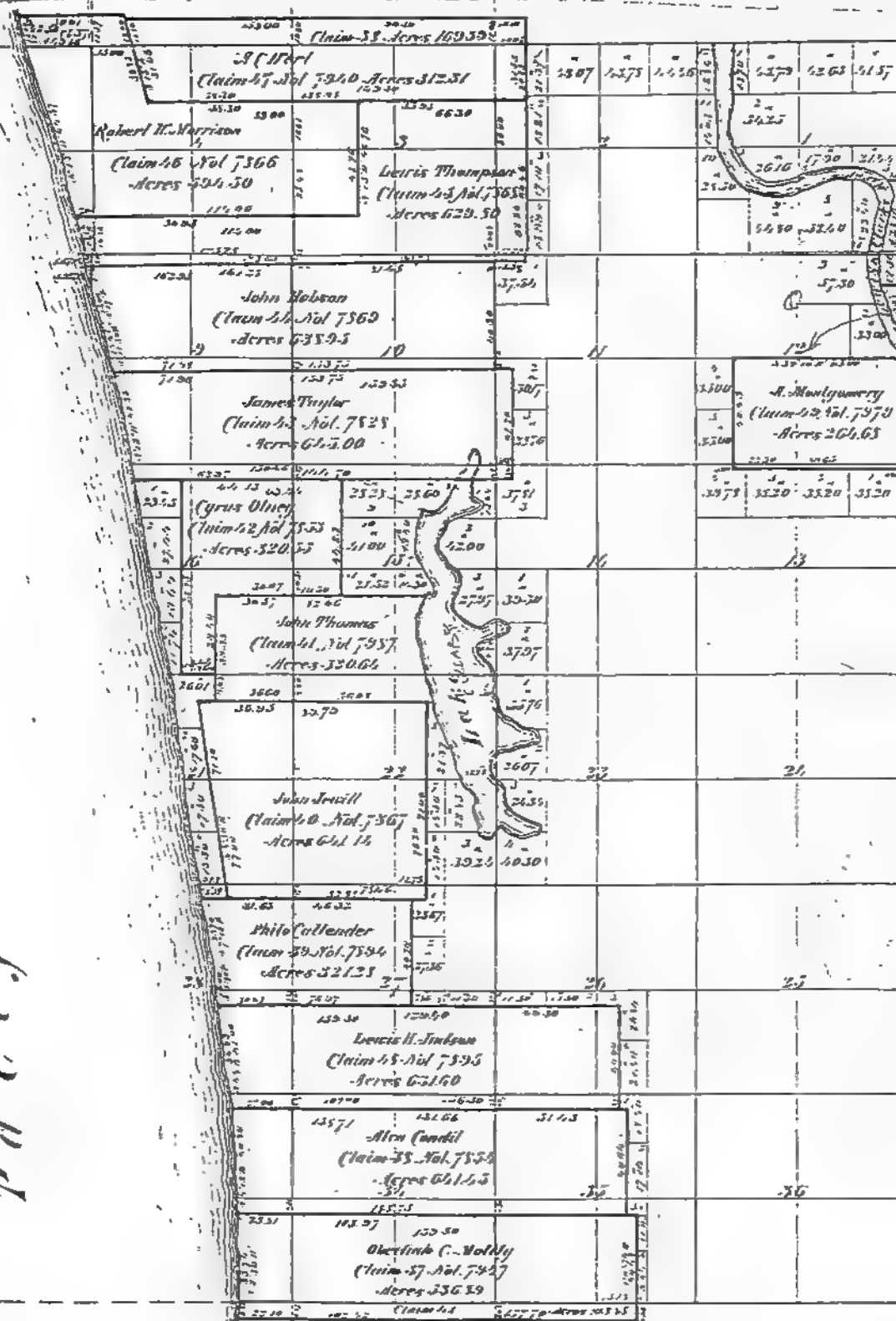
Advert
Quinn's, Feb 7, 1910, Nov 7, 1923

The above Map of the survey of streams in Twp 1 R. 10. N. 10. E. is strictly conformable to the field notes of the survey & there is no file in this office which has been examined and approved.

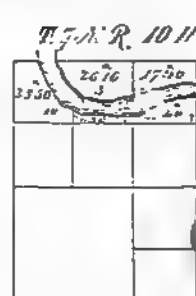
Surveyor General's Office.
Kansas City, Mo. Sept. 1, 1862

13. *Phlogotheca*
- *virginica* of Gray

Township N^o 7 North, Range N^o 10 West, Willamette Meridian.



Twins
Carnahan
mid Dec 12



The above Special Plat cor.
tals in Secs. 18, 12 in T^h 7 N.
Mer Oregon is correct
Surveyor General's Office,
Eugene City Or April 21/87

Measures of Claim 42 - 44
from the 1/8 corner
S 2320 ft 250 ft
S 4200 ft 250 ft
S 60 ft 250 ft
S 22 ft 250 ft
S 7 ft 250 ft
S 20 ft 250 ft
S 530 ft 250 ft
S 1025 ft 250 ft
S 2330 ft 250 ft
S 4115 ft 250 ft

Measures of (1/2) from S 11
S 2330 ft 108 ft
S 4115 ft 108 ft
S 60 ft 108 ft
S 22 ft 108 ft
S 7 ft 108 ft
S 20 ft 108 ft
S 530 ft 108 ft
S 1025 ft 108 ft
S 2330 ft 108 ft
S 4115 ft 108 ft

Township N^o 7 North, Range 10 West, Will.
of the Original Map on file in this Office.

The above Map of the Survey of Claims in Township N^o 7 North, Range N^o 10 West Will.
Mer Oregon is strictly conformable to the field notes of the survey thereof on file in
this Office.

Slavery anywhere in the world is a most repugnant thot today but Indians and southern whites alike had slaves in 1850. The Mexican war in 1846 held up the declaration of Oregon country to be U. S. Territory because Texas was involved and the abolishoners didn't want to be out-voted. But the idea had been simmering in Washington for along time, else why did Jefferson send Lewis and Clark out west? When Congress declared Oregon and Washington to be U. S. territory with reasonable boundaries in 1848, it took some negotiating to work out the boundary parallel with England. Canada wasn't unified until after the Civil War when they were afraid General Grant might turn his army northward.

Finally in 1857 the delegates approved a constitution that had been prepared by a convention at Salem. The delegates voted against slavery in Oregon but ironically they voted 8 to 1 against allowing negroes to live in Oregon. The measure was never enforced and was soon repealed, altho they still couldnt own land

With slavery being made illegal in Oregon, the Office of Indian Affairs took it as the cue to round up all the Indian slaves in the Territory and place them on Reservations. On the coast, the big one was at Grand Ronde-Siletz and there were 4000 unhappy souls there. There was a Grand Ronde in eastern Oregon and that caused some confusion.

RESERVATION GRAFT

The Indians had already had the rug pulled out from under their feet before and now on 31 October 1892 a treaty agreement between Reuben Boise, William Odell, and H. H. Harding on the one hand and the chiefs and headmen of the Indians on the other, was made that coaxed the Indians into giving up 200,000 acres of old-growth fir for a paltry \$142,000. It was worth billions. Odell would later be involved in another rip-off deal when he raided Oregon school lands for their timber.

Grand Ronde-Siletz Reservation was closed in 1925. However there are still many Reservations in operation in the Pacific Northwest. The Indians are not required to live on the reservation as it is optional. Canada also has considerable land set aside for Indians and they call such land 'Reserves' there.

SURVEYS

With Congress having given Oregon territorial status in 1848, the settlers didn't have to be "squatters" in 'no mans land' any longer. They were settlers in a territory and after the Homestead Act was passed in 1850 they could file a claim on their land.

But it isn't legally definitive to say " I own the land between that there creek and that there alder tree".

There are two main methods of describing a piece of land. If the area is platted then lot number, block number, addition name, city name, and state generally suffice. For ruralland the government has laid out and surveyed a check-board of squares across the nation.

THE UNITED STATES

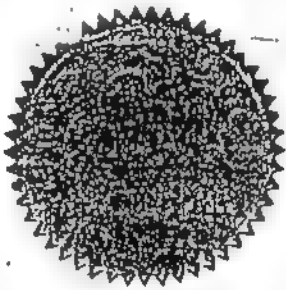
To all to whom these presents

Whereas, There has been deposited in the GENERAL LAND OFFICE OF THE UNITED STATES at the Register and Receiver at Oregon City, Oregon, whereby it appears that to create the Office of Surveyor General of the Public Lands in Oregon, and to provide for the Survey and claim of Alva Bondit and his wife Ruth Bondit of Clatsop County, Oregon, Notice has been established to a donation of one section, or six hundred and forty surveyed and designated as claim number thirty-eight being parts of sections thirty-

the SURVEYOR GENERAL; being bounded and described as follows, to wit: Begin chains West of the North East corner of said section thirty-three, and run thence South forty chains and eighty-four links, thence West one hundred and fifteen minutes West forty chains and eighty-six links to the place beginning, six hundred and forty-one acres and forty-five hundredths of an acre

Now know ye, That the UNITED STATES OF AMERICA, in consideration of the presents DO GIVE AND GRANT, unto the said Alva Bondit and to his heirs the South half of the tract of land above described and his wife Ruth Bondit

In testimony whereof, I, Myself J. Grant
the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.



Given under my hand, at the City of Washington, this 11th day of January, 1901, and of the independence of the United States the 76th.

BY THE PRESIDENT:
TAKING OUT A CLAIM

RECORDED, Vol. 11, page 1-611 Find Public Domain land you like
Set Approximate Stakes
In Oregon, file in Oregon City
Get a Filing Certificate Number
Get Government Surveyor, Eugene
Receive Survey & Notification No.
Live on & Improve X % of Land
After X Years File Compliance
Support Claim With Witnesses
Record Deed In General Land Office
Receive Confirmation Document

Red Eagle Seal

ES OF AMERICA,

is shall come, Greeting:

THE UNITED STATES a Certificate numbered four thousand three hundred and seven _____
at under the provisions of the act of Congress approved the 27th day of September, 1850, entitled "An Act
to make Donations to Settlers of the said public lands," and the legislation supplemental thereto, the
location N 2 1954, _____

_____ acres of land, and that the same has been
three, thirty-four, and thirty-five in Township seven North, of Range ten West
_____ according to the official plat of survey returned to the GENERAL LAND OFFICE by
_____ being at a point five chains and eighty-seven links South, and twenty-three
_____ my three East one hundred and fifty eight chains and seventy-one links,
_____ and fifty-five chains and seventy-five links. and thence North four degrees
of beginning, in the district of lands subject to sale at Oregon City, Oregon con-
do.

mises, and in conformity with the provisions of the act aforesaid, HAVE GIVEN AND GRANTED, and by these
into unto his wife the said Ruth Bondit and to her heirs the North half of
O HAVE AND TO HOLD the said tract, with the appurtenances, unto the said Alva Bondit
_____ and to their heirs and assigns forever, their respective portions as aforesaid

_____, PRESIDENT OF THE UNITED STATES, have caused these letters to be made patent, and

_____ day of November _____, in the year of our Lord one thousand eight hundred
and Ninety, the ninety-ninth _____

W. B. Grant

By

W. B. Grant

W. B. Grant Secretary

Recorder of the General Land Office.

The columns of this checkerboard running north and south are called townships and the rows running east and west are called ranges. These big squares are also called townships and they in turn are subdivided into squares called sections. The sections of land are roughly one mile square. Since an orange peel cannot be laid flat on a table without tearing it, all of these terms have to vary in size from being a perfect checker board. Now these ranges and townships require a reference point themselves. The north-south lines are called meridians and the east-west lines are called base lines. Consummate accuracy was necessary to bring these reference Base lines and reference Meridian lines out west from those started in the east. It was super difficult^{to} survey over mountains, across wide rivers, thru dense forests, and around lakes. A miniscule off in 1000 miles becomes enormous. When the survey was finally brought west on 4 June 1851, a marker was placed to establish the Willamette Meridian and the Willamette Base Line. At first the spot was marked with a wooden stake with a 'hub' tack on it but it was soon replaced with a better marker and is now called the "Willamette Stone". It lies in North Portland, up by the TV towers. As might be expected the Stone has been vandalized a time or two.

Now at last the government had the capability of giving homesteaders title to their land.

PERSONAL CLEANLINESS

It is not ordinarily a subject of parlor discussion but the matter of personal cleanliness was one of huge proportions to Indians and settlers alike. There certainly was no toilet paper out west in the early days and the pioneers used bracken fern sword fern, corn cobs, or best, the fine branches of a hemlock tree because hemlock needles lie flat. When historians sifted out the contents of the 100-year old pit toilets at Fort Vancouver they found berry seeds and were much perplexed to see conifer needles. They thought that the berry seeds were left from making jelly since they had much sugar from Hawaiian trade, Hawaii being on the sailing route up the coast. It seems likely that hemlock branches were stuck in the ground around an outhouse. By the end of the century, Sears Roebuck catalogues were an outhouse staple. To this day, people in treeless, impoverished countries eat with one hand underneath the table. The French have their bidets.

If sanitation was a huge problem to the settlers it was much greater than just huge for the immigrants in the wagon trains. At that time the germ theory of disease had not yet been proposed, let alone accepted. Sickness in early times was thought to be caused by witches but then since not everyone believed in witchcraft, the skeptics decided it must spontaneously arise in damp places. In the wagon train days, people didn't know why sickness occurred.

With the constant shortage of water and the large wagon trains, dust and dirt became the name of the game. The wagons took their turn at being the first wagon out. They preferred to stay in the rut to save their draft animals. Untrammelled prairie or grain field is very bumpy and uneven but after a few wagons crush out the lumps it becomes quite smooth--and dusty. As a result of all this dirt and lack of sanitation, cholera and salmonella swept thru the wagon trains with the wind. The pioneer museum in Tacoma estimates that 40,000 people died on the Trail.

GROWTH OF THE COUNTRY

The 1840s brought rapid developments in the Warrenton area. During this decade the area acquired government, schools, churches, and lots of people. An enterprising man named Henry Hunt brought all of the iron pieces needed for a sawmill in a wagon over South Pass. Then when he got to the coast he found that he could have bought it all from the British at Vancouver--for a price, of course. But he used his own. With the help of Ninian Eberman, Talmadge Clifton, and a Mr. Wood they set up a sawmill at Clifton in 1844 using a high waterfall on a creek that became known as Hunt Creek. They built a 30 foot overshot water wheel and a detailed description was given to the Oregon Historical Society by Silas Smith. The mill used more than one blade set in a rectangular frame that reciprocated up and down. Thus they sawed more than one board at a time. The mill could saw about 4000 board feet a day with a little qualification. The boards were only $5/8$ of an inch thick and the days were long days. They probably squared a small tree into a cant and then sawed flitches. The name Clifton could have started with this crew. Solomon Smith is credited with operating Harald's sawmill on the Lewis and Clark River in 1851.

FREE PUBLIC SCHOOLS

Free public schools didn't reach Oregon until 1851 and that was three years after Congress declared it to be U.S. Territory. In 1843 the Provisional Government had mentioned free public schools in a wistful whisper and Joe Meek had collected a few dollars in taxes in the Willamette Valley, but it takes more than pennies and whispers to make free public schools. It takes shouting and big bucks.

The first schools in Clatsop County were financed by subscription and were small, local, 3 month, ungraded affairs. Finding documentation of these private schools for a handful of students taught by a lay person in a one room log cabin is not easy. With Solomon Smith, W. W. Raymond, and Elmira Raymond, all teachers, in Warrenton before 1845, there must have been private schools then too. Be thina Owens taught school in the Presbyterian Church in 1860 with 16 students for \$2. per student for a 3 month term. On the following pages a description of several schools on the Plains is given by a 13 year old girl.

History of the School

written by

Therna M. Jagg - Bates
age 13

Ocean
Home
Farm
at Gearhart

Therna attended
Dist #2 Shipman School
at age 8 in 1901.
Her mother was Mrs. Jagg

Clatsop, Oregon.
May 18, 1906.

To the counselor and
friend of my childhood.

Mr. H. S. Lyman
This book I dedicate.

Clatsop Co.
School Supt
1894

History of the School

There have been six different schools on Clatsop plains. The first one was taught in a corner of a house where Mr. W. H. Gray then lived, it afterwards was sold to John Loomis and is called the Loomis place. School was taught there in 1845. Only a few children went to school there. Mr. Thompson, who was a ^{Leah's} Presbyterian minister, taught there for a while and afterwards Rev. J. L. Parish taught, when he taught there was only ^{Solomon's} Mr. Smith's, Mr. Morrison's, and his own children attending school. He did not receive any pay for teaching. This

first school-house was about eight miles from where the present school-house is. Mr. William Morrison now has a bench at his house which was used in Mr. Gray's house, Mrs. Carnahan used to sit on this bench at school.

The second schoolhouse was a little log building which Mr. Morrison built in 1847 right near his house. Miss Lucy Jane Fisher boarded with Mr. Morrison and taught the school, then Miss Bell taught the school. Her husband left her there to teach school while he went to the gold mines in California, where she also went afterwards. In this school-house was where

was called a stick chimney to the fireplace. It was made of short sticks only about eighteen inches long, crossed over each other, two each way, and the holes filled in with clay. Mrs. Carnahan says she and her brothers and sisters carried from the hills back in the woods, the clay to build this chimney ~~with~~, but she can not remember just where ~~about~~ they got the clay.

²⁵ The third school-house was on Mr. Taylor's place on the east side of the country road right near John Welch's house. This school-house was also used for a church, when a minister came along service would be held in it. This school-house was

also built of logs. Mr. Elder taught this school.

In 1850 the Presbyterian church was built. It stood on the hill near the graveyard. This is where school was held for the fourth time. Some of the teachers of this school were Mr. Brock, Mr. R. K. Warren (he was a cousin of Mr. D. K. Warren) and Miss Ketchum, who came from the east. She married Mr. Hills while out here and then both went to New York. A few of the scholars of this school were Bob Caruthers, William Welch, and Charlie Shively, who came over here from Astoria to go to school as there was no school in Astoria then.

There was only two school districts at this time from Skapanon, the other reached from near Skapanon to Seaside.

Mr. Samuel Hall had taken up a Donation Land Claim of six hundred and forty acres as he thought but afterwards the law was changed so that only a married man could hold the six hundred and forty acres, a man could have three hundred and twenty acres and his wife three hundred and twenty, so Mr. Hall when he wanted to sell this land he could only sell three hundred and twenty acres. He left this land for the benefit of the Clatsop school and Mr. L H Judson bought it, then to pay

for this land Mr. Judson built the schoolhouse and gave a small piece of land for the school yard. This was the fifth school-house. When Mr. Hall gave the land for the school there were people living above the Carnahan place and below the Jewett place that he did not like so when he gave the land he said he did not want these people to have any benefit from the school, so then the school district was divided. Before this time the people had to pay to send their children to school, and the teacher had to board at the house from where there were most children going to.

school. They had only short terms of school, just three or four months and if they wanted a longer term the families themselves had to pay for it. But when Mr. Hall left the land the money ^{received} ~~got~~ from selling it was used for the school, and teachers could be paid enough money so they could board at one place all the time and pay their board for the people who boarded the teachers. Before this, did not get any pay from them but ~~did~~ not have to pay so much to send their children to school. Some of the first teachers who taught this school were Mr. Hurlburt who was the first teacher, Judge

McBride, Abby Atwood, and Mr. Thos. Hamaley, he and his family lived upstairs in the Glenwood house and he and his little boy would every morning walk from there down to the schoolhouse, a distance of about four miles. Mr. Chapman was also an early teacher of this school.

On Friday afternoons very often there would be great spelling ^{at} ~~at~~ the oldest schoolhouses and all the people, old & young, would come and spell or else watch the others. Some of the women would study their spelling books so as to be able to spell well. These spelling matches were the only amusement the people had

in those days and they were very good amusements for they made the people study up their spelling words. They were carried on thus: the people would choose two captains and then the captains would guess the page of a book or something like that and the one that guessed the nearest had the first choice and of course he would choose the best speller, then they would line up in two lines with the captains at the head, then someone would give out the words and when anyone misspelled a word he or she had to sit down, they would see who could stand the longest. Mr. William Morrison very often stood the longest, the person who gave out the words would give all

the hard words out of the spelling book then give out words from an almanac.

The sixth schoolhouse which is the one I go to now was built in 1892, it was built on the same piece of land as the one before it ~~was~~, only a little farther to the east and not so near the road it faces the north as also did the one before it. It was finished on the 21st of October, 1892 and there was a great celebration that day and a great many people came to see the new schoolhouse.

We have always had good schoolhouses, well qualified teachers, Mr. Lyman being a notable example, and children from intelligent homes.

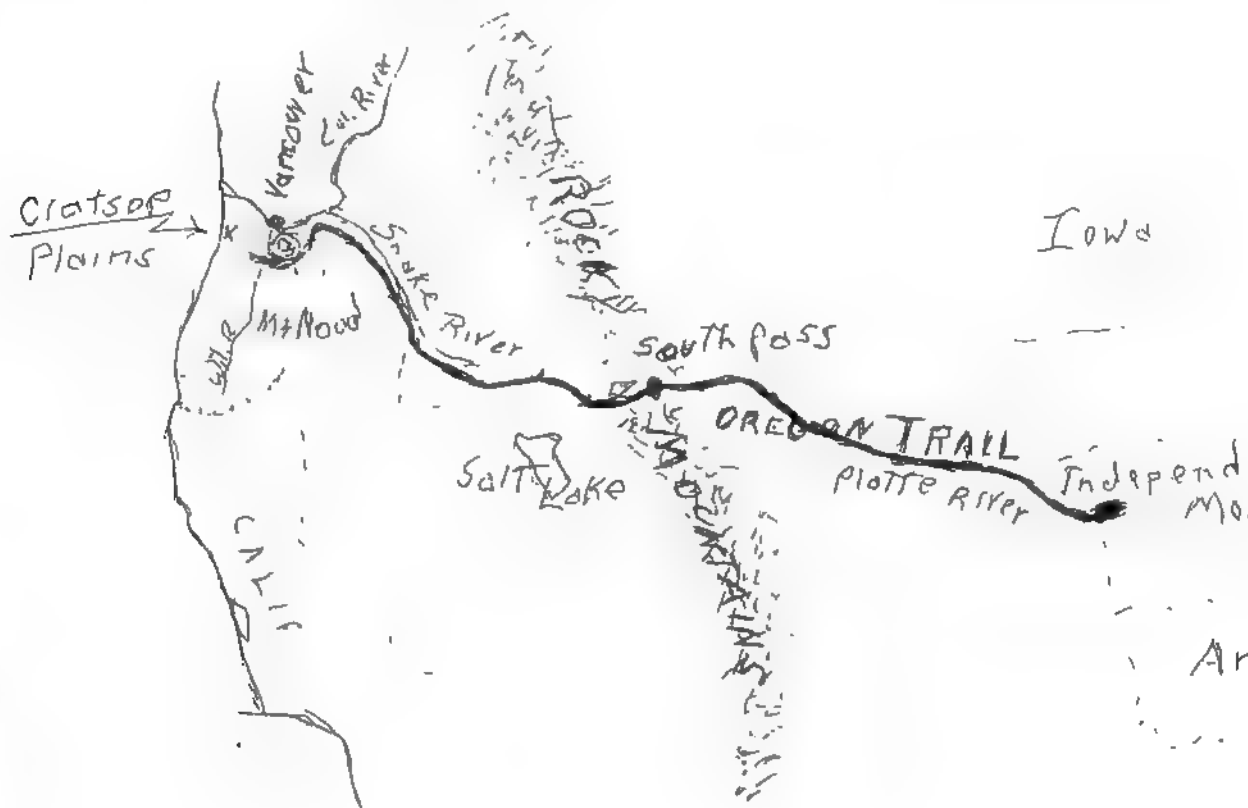
May our school always hold a place among the ^{first} in good scholarship as well as in History in Oregon. May those who share in the benefits bequeathed to it by the honored pioneers always uphold the high standards set by them.

Lists of pupils and teachers.

Pupils

Teachers.

The migrating pioneers in their prairie schooners moved 10 or 15 miles a day as they jourined from Independence Missouri up the Platte River, over South Pass, down the Snake and Columbia Rivers to the Barlow Trail, over the toe of Mount Hood, and into the upper Willamette Valley. But Western Oregon was covered with forests of huge trees and dense brush that were impassable for a wagon.



It would not have been practical for the wagon train pioneers, who were 7 or 8 months on the Trail from Independence, Mo. to stop and build a scow for the journey down the Columbia from the Willamette River mouth. No record was found of anyone lashing logs to the wagonside for flotation. The soaking would ruin their wagon wheels and the currents are strong at the mouth. There were sail boats that ferried wagons to the coast for a fee, which most immigrants didn't have. There was no road to bring a wagon from Oregon City to the Coast until late in the nineteenth century. There was a trail-like road down along the Yamhill, Salmon, and the Nestucca Rivers and they then picked their way up the beach at low tide, somehow getting around Tillamook Head. Frost said all pioneers bound for the coast came this way for 15 years. See trail map page 114.

INDIAN ATTACKS

Having crossed the plains under constant fear of Indian attacks, Indian uprisings were still a matter of great interest and concern among the settlers. There were no attacks on Warrenton settlers. But there was Indian action elsewhere, namely, the Cayuse War of 1848, the Rogue River War 1851-1856, the Modoc War in 1873, the Nes Perce in 1877, and the Yakima and the Puute-Kan-nock War in 1878. No wars but the Apaches were still raiding as late as 1900.

In Warrenton, one Indian killed one settler at the time of the first Methodist Mission. An Indian killed a cow of Bethina Owens-Adair. Some Indians burned a barn at Oak Point--all of which happen now-a-days without any Indians. McLaughlin ordered an Indian village at Tansy Point bombarded with cannon because he thot that the Indians had massacred a ship-wrecked crew but the matter was hotly denied. In O.H.W. 33 160 there is mention of building a block house in Oysterville during the Clatsop-Tillamook 'uprising'. Elbridge Trask built a fort in Tillamook in the 1850s and several families lived in it for a while but the Indians never attacked. The block house at Fort Vancouver is still extant.

In later years, Indians were forbidden to stay overnight in Astoria, mostly because of pilfering. Under early law, white men could not be punished for offenses committed against Indians. In 1858 Oregon had 2000 soldiers and 16 forts. Eleven of these forts were garrisoned. At that time there was a pack horse trail to Salem that started a 1/4 mile or so west of Elderberry Inn. The purpose was to move troops and not Immigrant wagons. The Dalles was a training ground for several Civil War Union generals, namely Sheridan, Grant, and Sherman.

The following small display ad appeared in the OREGON SPECTATOR newspaper 18 October 1849 p 3 c 4

Notice CAYUSE WAR CLAIMS

The Commissioner on 'Cayuse War Claims' will commence his first session at Oregon City on the first Monday of November next, for the investigation of claims against the late Provisional Government growing out of the Cayuse War.

A. A. Skinner Oregon City 18 Oct 1849

In 1850 Major Hathaway had a company of Artillery in Astoria and complained that Astoria was a miserable place to serve.

THE DART TREATY

On 9 August 1850 Anson Dart, who was the Superintendent of Indian Affairs for Oregon Territory left Oregon City for Tansy Point. L. Lea was U. S. Commissioner of Indian Affairs in Washington D. C. He asked Dart to arrange a Treaty with the various tribes in the Northwest so it could be presented to Congress. Dart took Henry Spalding, the local agent, and J. L. Parish, the local sub-agent, along for assistance. At Tansy Point Dart engaged W. W. Raymond, a homesteader, as interpreter and he also rented Raymond's cabin for an office and for living quarters. The settlers were homesteading on Indian land and it was necessary to have some sort of an agreement before hostilities broke out. Ten bands of Indians sent representatives who signed the treaty after considerable negotiations. Actually the Indians were considerably tardy in coming to Tansy Point. When Dart asked them why they were tardy, the Indians said that they didn't want to give away their land under any conditions. In the end the Indians gave their name and signed their name with an X, a method commonly used even among whites at that time. The ten bands who signed the treaty included the Lower Band of the Chinooks, The Kathlamets, Waukikum, Killamooks, Clatsops, Wheelappas, and those from the Rogue River.

The Indians were to be allowed to use the land and the shore lands, to use timber for houses and firewood. A whiskey dealer named Washington Hall was to be removed from the area. The United States agreed to pay each band of Indians an annuity of two thousand dollars for 10 years in the following manner: \$ 400. in money, 50 blankets, 30 woolen coats, 30 pairs pants, 30 vests, 50 shirts, 50 pairs shoes, 150 yards linsey plaid, 250 yards calico, 250 yards shirting, 20 blanket shawls, 300 pounds soap, 3 barrels salt, 50 bags flour, 300 pounds tobacco, 20 hoes, 10 axes, 30 knives, 70 cotton handkerchiefs, 2 barrels molasses, 400 pounds sugar, 30 pounds tea, 10 each 8 quart brass kettles, 15 ten quart tin pails, 30 pint cups, 30 each 6 quart pans, 30 caps, one keg powder. All of the above to be in good condition and to be delivered to Tansy Point.

Up to this point every thing was fine and dandy. But the treaty was never ratified by congress, no goods were delivered to the Indians and the settlers continued to encroach.

Finally, 120 years after signing away 2 million acres of fine timber, thru court action the Indians got a final judgement of \$ 48,692. less costs of course. The Indian Claims commission had paid the Chinooks and Clatsops combined \$ 26,307.95 on 24 August 1912. Then court costs took a big bite, there was \$ 989.97 in legal expenses, 10 % of the award for attorney fees, \$ 16,097.12 for appraisers fees, a debt of \$ 12,500. borrowed from the U. S. government at 5 1/2 % interest to pay back, plus an unspecified amount to Dr. Herbert Taylor, anthropologist. There wasn't much left.

In his letter of transmittal of the treaty draft to Washington, Anson Dart made some interesting comments. Taken out of context for brevity, they may be given as follows:

" ' These Indians are unlike the Indians in other parts of our domain. They are industrious almost without exception. I have found them anxious to get employment at common labor and willing to do work at prices much below those demanded by whites. The Indians make all the rails used in fencing and at this time do the greater part of the labor of farming-----therefore-----they should not be removed from the settled portions of Oregon---if possible-----The poor Indians are aware of the rapidity with which they, as a people, are wasting away (and) on this account could not be persuaded to fix a time beyond 10 years to receive all of their pay for their lands-----They are fully aware that they can be killed and exterminated----but they cannot be driven from the graves of their fathers-----. When an Indian is sick-----he must eat salmon or nothing-----very few recover from sickness. During each treaty session the entire band was present, men, women, and children alike. And they listened in rapt attention. ' "

As an aside it can be commented that Congress also pulled a flakey deal with the re-located Japanese in WW II. The problem in each case was that there was that there was no opportunity to 'pork barrel' a project since the Indians didn't elect any senators. 'Pork barrel' votes have been the name of the game in congress.

The U. S. army was supposed to protect the settlers from Indian vandalism and if depredations did occur an adjustment was to be made by the Indian Depredation Claims Commission. Generally no adjustment was made and the total paid was small.

Around 1970 a group of around 8 or 10 Indians gathered at Tansy Point by Plant 2 of Bioproducts. One of the group appeared to be speaking to the others. The group placed a light weight stake, with a 2 foot by 2 foot square piece of plywood on it, in the ground. The plywood had some writing on it and a piece of typing paper that also had writing on it was attached to the plywood. The Indians departed and left the placard. It is possible that they were formally asserting claim to the land. After the bulletin weathered a few days in the open it was removed by the author of this writing and is given on the next page.

The Clatsops did not have a written language so their words do not translate readily but to a first approximation the words they typed at the bottom of their bulletin can be given

Okoke	Illahee	Kopa	Tchinouk	Illahee
This	land (was taken)	from	Chinook	land

TCHINOUK INDIANS!

Ten (10) Treaties made with the Tchinouk Indians and nine bands of the Tchinouks.

In these Treaties there is ceded to the United States, (upon ratification of the Treaty) all the country from 30 miles north of the mouth of the Columbia, to south of the mouth of the Columbia river extending more than 100 miles, and extending 60 miles up the Columbia on both sides, including a tract of more than 3 million acres.

The Treaties hold true as they read, for they remain unratified, with hunting and fishing

There were reservations for our people, included, in our treaties, they included an agriculture, health and education facilities. Within a year, these lands were occupied by whites.

In the 1860's the Tchinouks were exterminated and/or removed from their lands. The United States Army did the exterminating and removal, sanctioned by the settlers whom considered themselves a far superior civilization. They never had to even consider legal Indian Land Ownership. The missionaries held the same attitude towards the Tchinouk Indians.

No settlements were ever made with the Tchinouk's; to this day: and they are discriminated against by brother Indians, and white-men alike. They also suffered rejection by the Bureau of Indian Affairs, for being Tchinouk Indians in 1957.

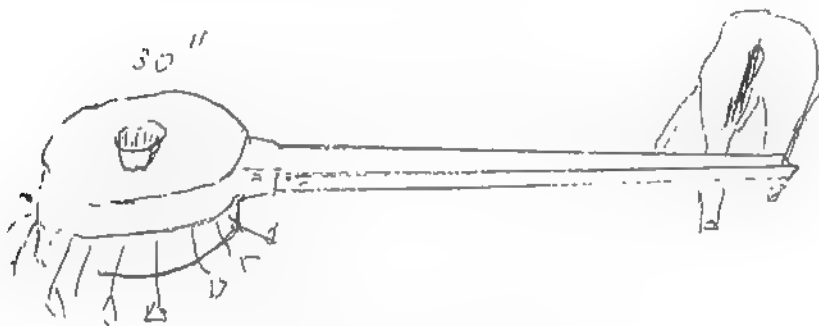
123 years we have we have struggled, and in August 10th and 11th, of 1974, returned to our ancestral homes to re-claim the lands. Tansy Point, near Warrenton, Oregon, is only one point in question.

TANSY POINT, OREG.

OCT 12-13-14

We claim rights to hunting and fishing, payment for resources stolen, industries put upon change the name of Astoria Bridge to Concomly Tyes. Okoke illahee kopa Tchinouk illahee.
5621 Altamont Dr. Klamath Falls, Oregon Ph. 4-3

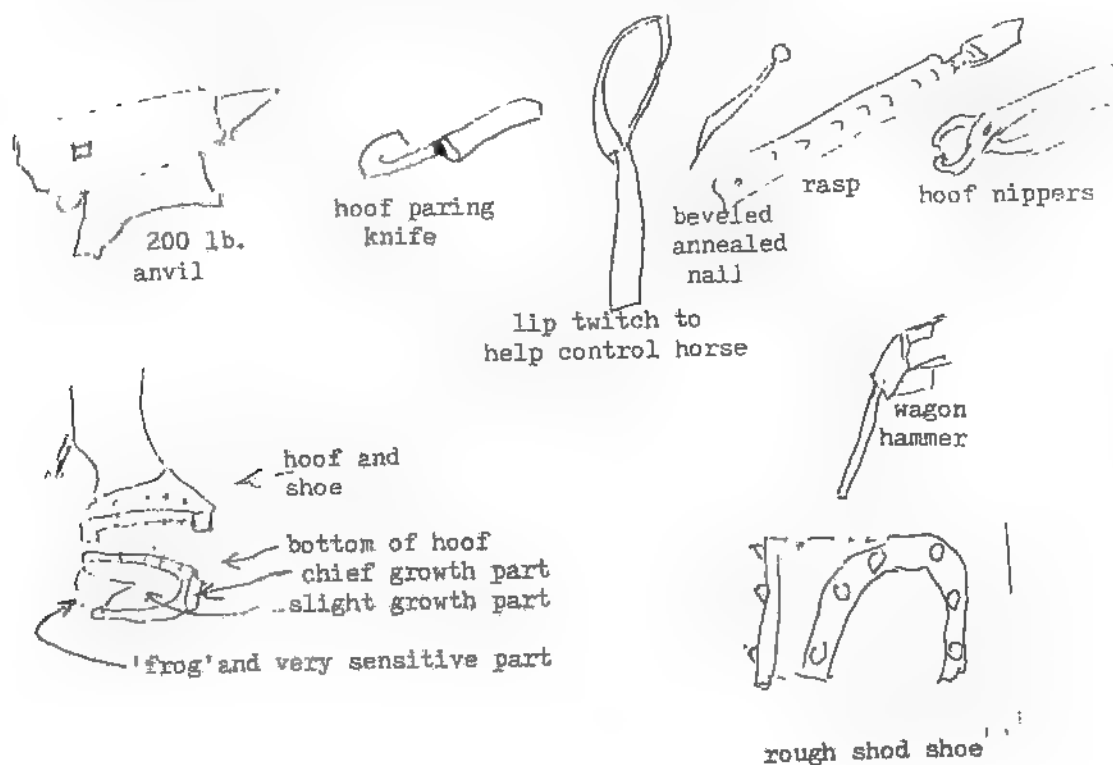
Altho the Warrenton settlers had a shortage of grain, they did have alternatives. They had much salmon to barter and always aware of the long winter up ahead they didn't over look any bets. One man shot migrating swans, pickled them in barrels, and traded some for flour. Solomon Smith had built a grist mill for Ewing Young in 1839 at Vancouver and that mill was doubtlessly a trading center for grain. On the 'Trail' the women had ground wheat with their little hand-turned coffee mills but that was mostly passtime. Now the days weren't long enough for that. With a mill-stone they could grind grain with a horse that walked in circles about the stone while hitched to a radial arm attached to the stone. The stones were two heavy discs a yard in diameter with the top disc having a center hole and a funnel for the grain to enter. Then the the flour fell off into a tray around the bottom stone. This was whole-wheat, unbolted flour. It was coarse and grainy and it didn't make top-flight bread



Horse turning a millstone.

At the Kansas Agricultural Museum there is a turntable for six 2-horse teams that was once used to power a threshing machine. That museum also has an ingenious device to shorten the iron tires that surround the wooden wagon wheels. You see when wood gets wet it swells and if that wood is rigidly contained it crushes itself a little when so-swelling. Then upon drying out it shrinks to a smaller size than it was originally. Soaking the wheel rim, or fellowe as it was called, in oil will not swell the rim back to size but it will resist water uptake in the future. The iron tire compressor at the Kansas Museum consists of two sets of gripping teeth spaced about a foot apart; then there was a long handle to force the pairs of teeth together. Of course that section of the iron tire would have to be heated in a forge to a sparkling heat first and probably several sections of the rim would have to be compressed a little in order to be effective. Fierce determination would be required to compress the 4-inch tires of a heavy wagon. Some wagon trains carried punches to make holes in the tire for drift pins. Then it was possible to hammer on a shoe to smash the iron into a smaller circumfer-

ence. The loose iron tires could not be bolted to the felloe but they could be wired-on to hold until they reached the next fort where there would be a forge. In horse-days, shoeing horses was an on-going occurrence. Sometimes a horse would cast a shoe, but if not, then maybe twice a year the shoes would have to be ripped off the hoof, the hoof rasped down flat and the shoe nailed back on again. This whole operation required a forge, anvil, tongs, special nails, rasps, hoof knives, hammer, ropes, twitches, no small amount of know-how, and the innate ability to handle horses. Oxen were shod also and their shoe had to be in two pieces for their cloven hoof.



Back to the loose tires on the wagon wheels, the Platte River was a notorious stretch to lose wheel tires. Another problem that the wagoneers had were lost lynch pins. The early wagons had a wooden pin that dropped thru a hole in the hub and a hole in the axel to keep the wheel on the axel. If the wagoneer stopped in a stream for the horses to water, at least one wheel in the whole train would be positioned just right for the lynch pin to float up thru the hub hole and be lost. So the wagoneers were advised to carry extra lynch pins. Later, the wagons were built with the axel-ends shod with iron skeins that had a threaded end. An axel-nut was threaded on to axel end with the wagon hammer which was a spanner wrench that served the dual purpose of being the pin that fastened the doubletrees to the tongue. No one ever forgot and drove away without it.

John M. Shively opened a post office in his residence in Astoria very soon after he was appointed post master on 9 Mar 1847. On some old maps the name GRAHAM is printed on the Warrenton area without designating a particular spot. Jay Coffee said that a boat builder whose name was Graham had a yard on the Skipanon near 2nd and Anchor in Warrenton and that the boat yard was a distribution point for mail. No record of Graham being a post office was found but in those early days of 'make do' it might have been a sub-station. Jay said that when he first saw the yard in 1906 it was very old, rotten, collapsed, and overgrown.

LEXINGTON

In 1848 a man named W. Hall platted and sold lots in an area adjoining the Skipanon and across Main Street from the Grade School Road. He didn't record the plat until 19 April 1854; in 1879 the plat was vacated. It was called Lexington and for a while it grew in importance as a center of trade. It had a post office from 28 November 1849 until 24 February 1854, had farm produce stores for John Wirt and for Josiah West and had a few houses. For a year or so, it was the County Seat and Book One of the County Commissioners cites Lexington on the date line of 1 December 1851 (that's right, they met officially in a place that wouldn't be named officially until 3 years later).

The Court met in the homes of John Wirt and other men, with William H. Gray as Judge and H. McEwan as Clerk. After a year or so the County Seat was moved to the residence of David Ingalls in Astoria, and then a few years later an unimposing structure would be built for a Court House at the site of the present one. The present Court House at 8th and Commercial was built in 1904. Iron rings still remain in the curb on the north side of the present Court House so, if you wish, you can tie up your horse there next time you're at the Court House. There is no charge for using the rings.

Now in 1849 there were only 250 people up in 'Stump Town' so for a brief interval, very brief indeed, Warrenton could have been as large or larger than Portland, Uh, if a person-with tongue in cheek-counts people in an area of similar size, or something.

The present Court House in Astoria is archaic and quite antiquated but the tax payers cast a fishy eye on proposals to build a new one. The vaulted ceilings make heating difficult, the quarters are too small for the staff or the documents, the stairways are dangerous, the retro fit elevator is antique, and the three-story arrangement is awkward. But it's going to be there for a while.

The marble stairway treads were worn by loggers' caulk boots before the commissioners forbade them in the building.

Lexington

For Vacation of Portion of this plat
see Book 2, page 30.

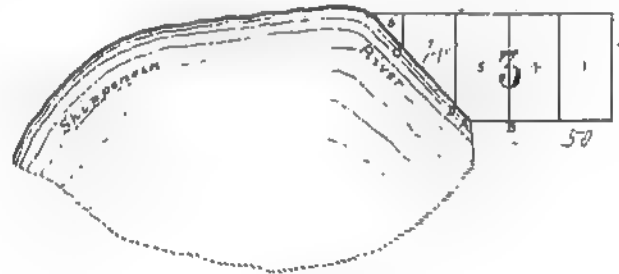
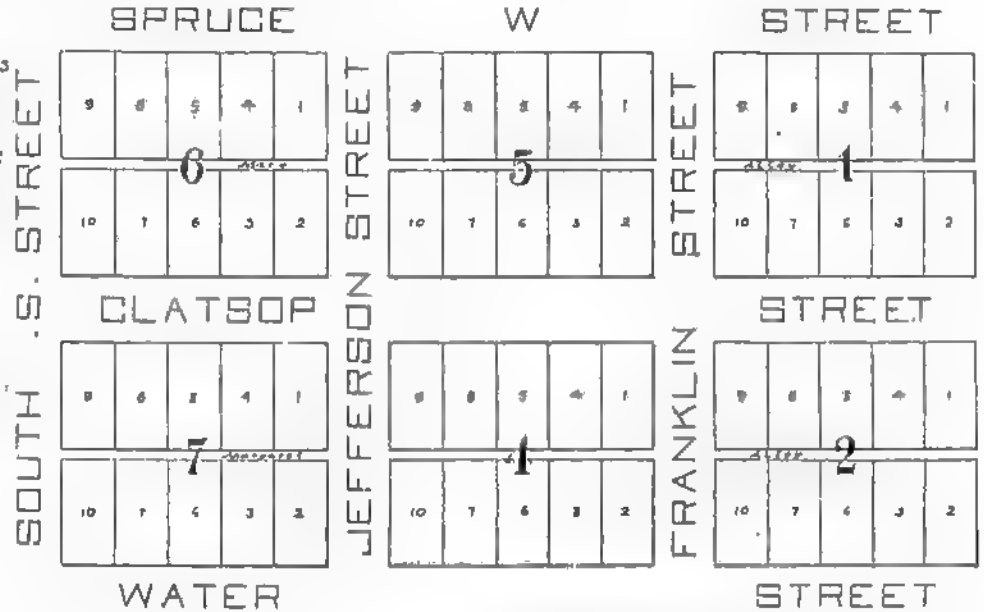
D. C. Chittenden 2nd

lots 1103, 1104 in Block Nos
5 follow lot 1103: 50 feet
in and 33 feet east and
33 feet to fraction corner A
33 feet to B lot 1107
in 50 feet East 33 feet to C
fraction corner D)
1106 South 33 feet 1104 E
corner C. City posted at cor-
ner 5

W Hall

lots in this plat is fifty
one hundred feet with
exceptions of lots 110
5 in Block 1103 -
streets sixty feet Alleys
feet. Var 15' 37' E

W Hall



Boundary of Oregon
County of Clatsop

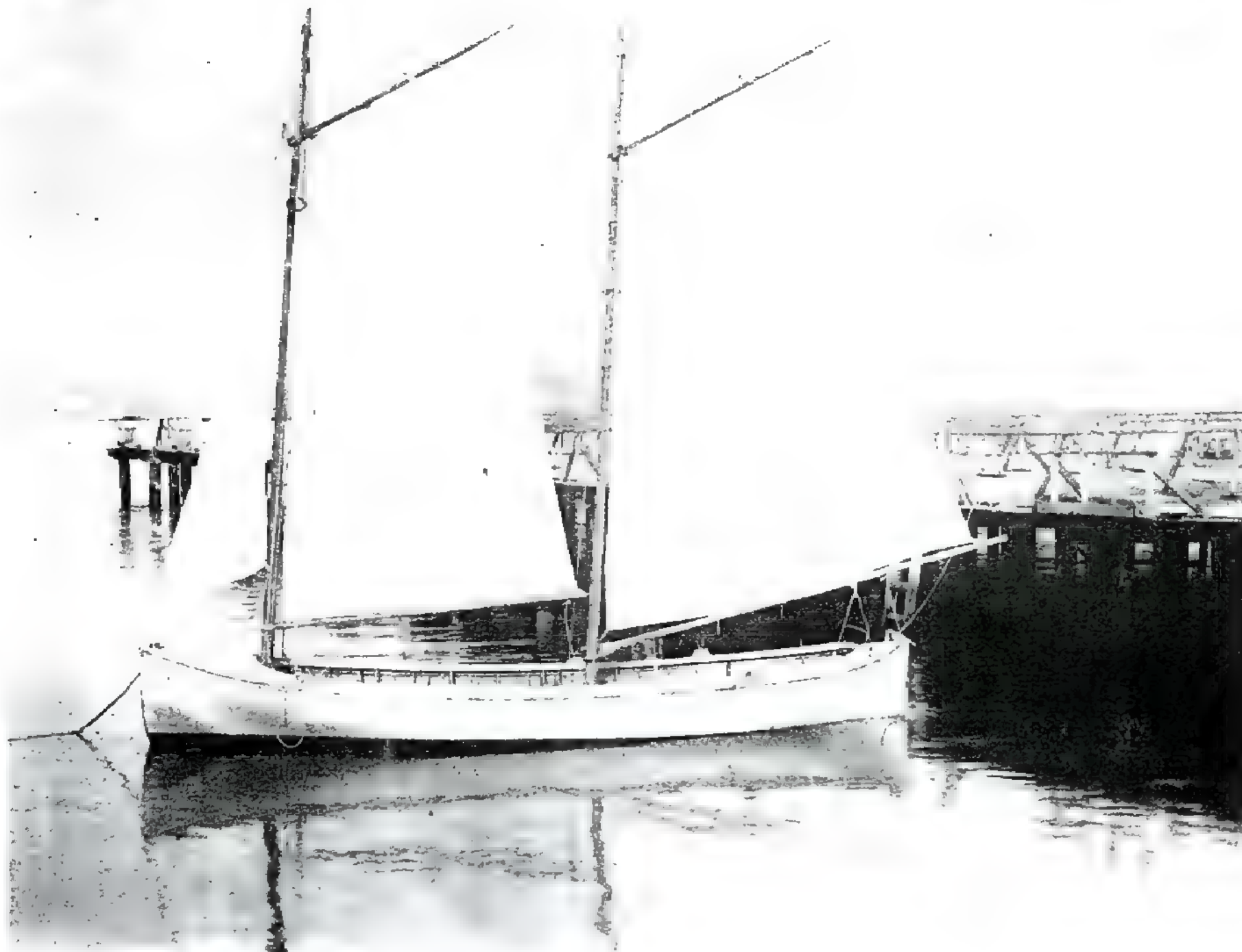
Personally came before me Jeremiah B. Fuller, personally known to me, to be
the person represented to be and acknowledged the within plat of the town of Lexington as laid out
to be his free act and deed for the uses and purposes therein expressed. That the streets
are given to the public for public use forever
Signed and acknowledged before me
This 6th day of April A.D. 1859.

Jeremiah B. Fuller

Samuel H. McKeen Clerk
of the U.S. District Court for said County

Recorded April 13 A.D. 1859
By me Saml H. McKeen Dep't Recorder
for Clatsop County O T

Transcribed from Book B, Page 76.



Columbia Press

103--Volume 53, Number 21

Thursday, May 22, 1975--Price 10¢

Historical Seat To Be Marked



Clatsop County's first County Court House

Clatsop county's first county seat, the town of Lexington, is scheduled to have a permanent marker, according to a recommendation made to county commissioners Monday by the County Historical Advisory Committee.

The exact site is somewhat in doubt since the commissioners under the provisional government met at the homes of various residents in the vicinity of the U.S. 101 bridge across the Skipanon river.

David Ingalls and Samuel McKean were the county commissioners who met on the rainy morning of Dec. 1, 1851, in the home of David Pease to select a Durham cow as the county emblem and issue papers of naturalization to Fred Katchum, a recent arrival from Canada. William H. Gray was named presiding judge.

Lexington had been known as Lower Landing, Big Bend and Skipanon prior to adopting the name of Massachusetts town and was a busy place in 1851, a rival to the small village which was growing up across the bay on

the site of Ft. George.

The county commissioners continued to meet at various homes in Lexington until August 4, 1851, when they voted to meet at the home of David Ingalls in Astoria until further notice.

Three years later, Ingalls was named to procure plans for a court house and construction bids were called for to be submitted at the September session. A tax of three mills was levied to pay for the new building. Job Ross was paid \$70 in December for clearing a lot at Benton and Squemoque Sts. (8th and Commercial) and the contract was awarded to J.P. Miner.

Miner failed to post a bond and the contract passed to Conrad Boelling, early Astoria hotel man, who completed the frame building in September, 1855. Boelling was paid largely in Astoria city lots.

The building served faithfully until 1904 when the commissioners of the day awarded a contract on January 5 for construction of the present sandstone courthouse.

YELLOWBANK

There was an election at Yellowbank in 1845 but the location is unknown. Since several of these voters are known to have lived out on Clatsop Plains and others right in Warrenton, it seems probable that the high yellow sand bank that one sees upon going up the Skipanon by boat, near upper Anchor Street, is the 'bank' in question. The election was whether or not to adopt an amended version of the Organic Laws of the 'Provisional Government'. The 16 men voted forthrightly without the decorum of the Australian Ballot.

There was much fumbling around for a name for this area. It was called Clatsop Plains, Yellow Bank, Big Bend, Upper Landing, Lower Landing, Wirt Hotel, Lexington, Tansey Point, Flavel, Warrens Landing, and Skipanon.

Ilwaco, across the River, also went thru several names, being called Captain Johnson's Ranch, Whealdon's Ranch, Unity, Pacific City, and finally in 1852 they settled on Ilwaco after an Indian Chief.

Bessie Robinson, Mrs. Quincy Robinson, said that the name Skipanon evolved from the name Skippernarwin which meant crooked snake in Clatsop. The name has appeared in many spellings and finally a cartographer put in the spelling Skipanon on a map and it was readily accepted. At that interview with Bessie Robinson she also said that she knew Kate Juhrs and Kate Juhrs' mother and that Kate Juhrs' mother used to go to the beach almost every day to dig clams for sustenance.

According to the U. S. Census Schedule for 1850, there were 462 people in Clatsop County and outside of a few at Olney and Astoria most of these were on Clatsop Plains.

The settlers were able to grow food for themselves and for their animals but still there were many things required besides food and these many things required hard cash. Things like schools and churches and tools and clothes and on incessantly. The people on the Plains were mostly on a barter economy, partly because they had no cash income and partly because there simply was no coin.

Some lucky finds of gold in California, Oregon, Washington, Idaho, Colorado, and else where brought hard cash relief to many areas. The most famous of the strikes, of course, was in California where gold was first found on American River at Sutters saw mill. This was somewhat north and somewhat east of Sacramento in January 1848. In 1849 almost 100,000 people converged on California and more followed year after year for the next decade. This brought a huge crunch on the food supply as many of the 49ers were destitute wagon train immigrants.

Some of the Clatsop Plains settlers recognised the opportunity that existed for shipping food to the wealthy but hungry area.

Poll Book of an Election held at Yellow
Banks Blaine County July 26th 1845

I George Sumner do solemnly affirm that
will perform the duties of Clerk without favor
or partiality according to the best of my ability
as help me God
George Sumner

I Thomas Owens do solemnly affirm that
will perform the duties of Clerk without favor
or affection according to the best of my ability
help me God.
Thomas Owens

Poll Book
Election at Yellow Banks
Blaine County
July 26th 1845

Clatsop

For Old Organic Law

For Amended Organic Law

Names

Names

John M. Clure

Calvin Tibbitt

Elbridge Trask

Joseph Watt

John L. Morrison

Samuel B. Hall

William H. Brown

Henry Lee

William Davidson

Edward Williams

Robert A. Harrison

Campbell Howard

Lewis Taylor

William J. Pary

Thomas Crowder

George Sumner

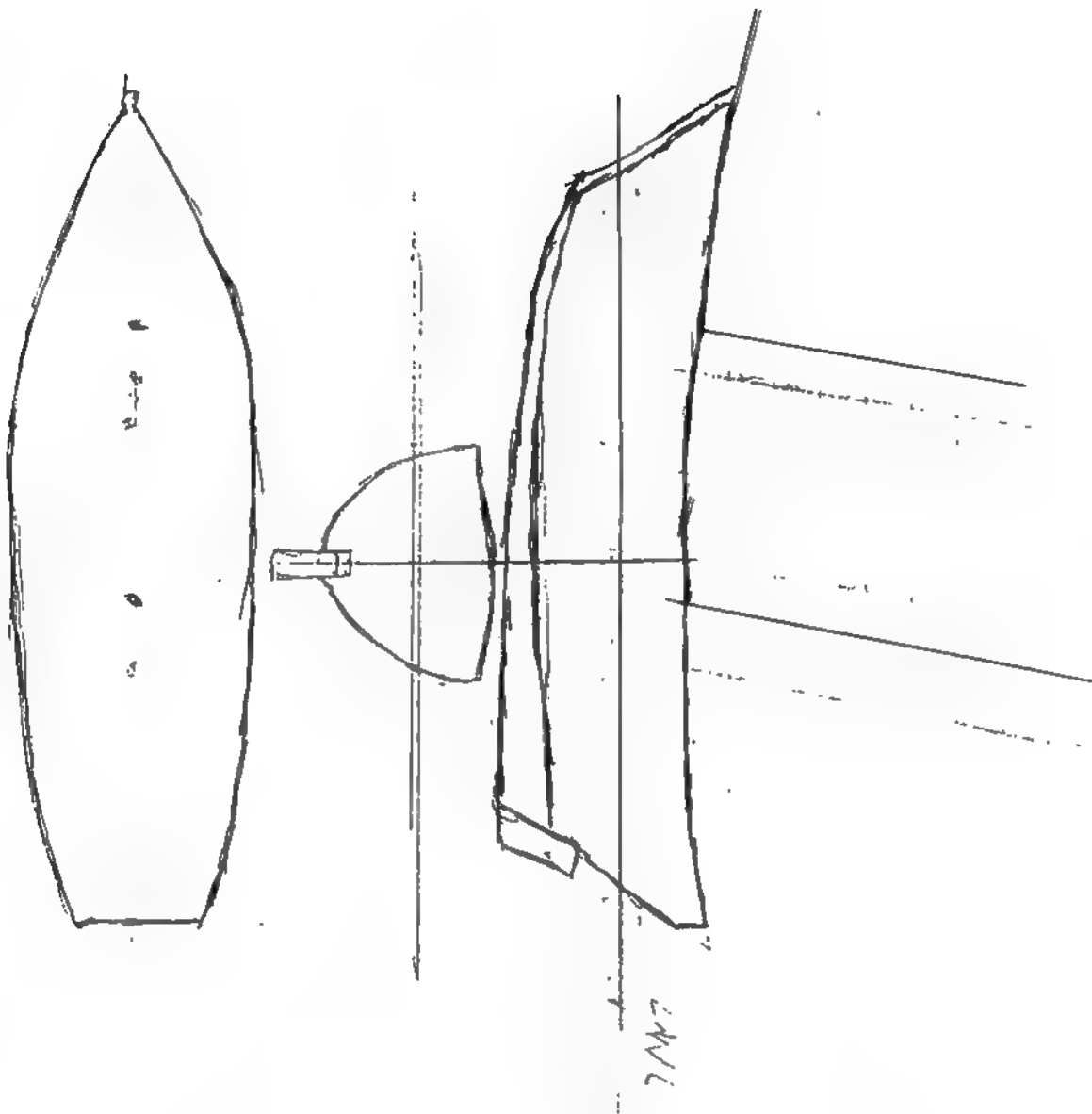
George Sumner Clerk

Thomas Crowder Clerk

The undersigned Judge of an election held in Clatsop County on the 26 July 1845 for the purpose of receiving the votes of the people for the adoption of the old organic laws or the ~~new~~ organic laws as amended do certify the above to be a correct vote return of the votes taken

John M. Clure
Calvin Tibbitts
R. J. Perry

Since the hand writing matches Thomas Owens precisely, he must have written in their names as witness the actual signatures of McClure, Tibbitts, and Pary.



Guessed profile of the Pioneer

SHIP PIONEER

Robert S. McEwan had had some marine experience of some sort. Tom Owens was a planner as evidenced by his being a county sheriff and county clerk. Elbridge Trask was an impatient doer. Lawrence Tibbitts and W. T. Perry were both gung ho for building a boat. So, together, they did just that. They built a small 2-masted schooner in the Graham ship yard on the Skipanon River in 1850. The site was where 2nd and Anchor would be in future Warrenton, a block or so from Main Street. They called it the "Pioneer".

They could have obtained sawn timbers from the Hunt sawmill and possibly also from Harald's sawmill on the Lewis and Clark river. The Hunt saw mill was 15 miles up the Columbia from Astoria.

Since the name Graham appeared on an early map and since Jay Coffee said that it was the name of an early boat yard, plus the fact that the registration gave Skipanon as the building site, the building site of the Pioneer is fairly well pinpointed. We can assume that there were some woodworking tools and a lofting deck in the Graham yard. The Skipanon is small or shoal so we can assume that the Pioneer was small, let's guess around 40 feet in length. The boat was a schooner so she had to have a keel but she probably used in-board ballast. The frames would have been sawn of Douglas fir and the strakes were probably steamed and bent in place. The fastenings were probably sheared by hammer and chisel from a mild steel plate. The fastenings could have been galvanized by dipping in molten zinc after the nail heads were swaged by hand. The stem-rabbit and the bearding line could have been cut with chisel and felloes plane.

There were no ship chandlers in Warrenton in 1850. However since quite a few boats were built on the Willamette, there may have been ship chandlers there. The ads in the Oregon Spectator indicate that the stores in Oregon City were well provisioned. It takes a marine-oriented store to stock such items as turn-buckles, chain-plates, cleats, anchors, and instruments. Then they needed sails, ropes, roving cotton, putty, paint, and pilot house glass. We can hope that their shopping list was complete. It was a long way over South Pass to the Mississippi River.

The Oregon Spectator Newspaper in Oregon City in 4 October 1849, 18 Oct 1849, and 2 May 1850 carried news about the ship. It was built in Skipanon in the winter of 1848-1849. It had a displacement of 63 tons, was a two-masted schooner, it sailed for California in 1849 and was named the Pioneer.

ONE HUNDRED PER CENT PURE UNADULTERED SPECULATION

The following sketches are guesswork and the Pioneer is guessed to have been a little over 40 feet long and a little over 10 feet abeam. A displacement ton is 35 cubic feet. Why don't you draw some squares and see what you have when you come up for air?

With McEwan as captain and the other men as crew, the Pioneer sailed for San Francisco, her cargo being farm produce. The cargo and even the boat itself were sold in California at an attractive price. The men returned to Clatsop Plains except for Lawrence Tibbetts who fell ill and died on the return trip.

The first boat built in Oregon was the schooner Star of Oregon City in the winter of 1839-1840. Another early boat was the General Lane of 59 tons built at Linn City, cleared at Astoria Customs and sold in California. The schooner Milwaukee of 22 tons was built in Oregon and was reported in the Columbia River by Astoria Customs 8 May 1849. The 37 foot Morning Star was built at Tillamook and launched 5 Jan 1855, then wrecked in Juan De Fuca in 1861. The Columbia was a 90 foot side wheeler built at Astoria in 1849 by the Frost Brothers. It was steam powered and ran freight and passengers between Portland and Vancouver for 10 years. Then it ran between Astoria and Portland until it was replaced by the well known Lot Whitcom which was a faster boat.

After 1860 the Oregon Steam Navigation Co. dominated the Columbia River with a fleet of boats for 40 years. The Wide West was the epitomy of luxury with feather beds.

In the 1900s the Harkins Transportation Co. was in competition to the railroad so speed was the word. They made Portland in 4 hours and touched several ports for freight and passengers. They had a unique routine at the ports of call. They didn't tie-up, they only held their boat to a float with a strap held by hand to a piling. A deck-hand had been dispatched to scamper up a steep ramp to a dock. There he lowered a ramp, that had a pintle-chain conveyor on it, to the float. He also started a so-called Z-engine which was a one-lung Fairbanks-Morse gasoline engine that has often been called 'the workhorse of the west'. By now the freight had been off-loaded from the boat and stacked on a two-wheel hand cart. The deck hand pulled the hand cart behind him over to the conveyor chain where an occasional hook on the chain engaged the axle of the hand cart. Then after scampering up the ramp ahead of the moving cart, the deck hand left the freight unattended on the dock, stopped the engine, shoved the cart down the ramp, hoisted the ramp up again with a crank, returned to the boat, and the boat sped away.

CANVASBACK

Around 1980-85 some individual Seventh Day Adventists built a 70 foot catamaran in Hammond and named it the Canvasback. It had a skin made of 3/16 inch aluminum plate welded together, and the wing was fitted out with dental and medical facilities. The boat made several trips to the South Sea Islands and furnished some dental and medical care to the island inhabitants. The professional staff flew down and back.

A. C. Wirt was in the 1844 emigration and, on arriving, he first built a cabin on the Perry, Trask, and Morrison complex on Clatsop Plains. Later Rev. Lewis Thompson acquired the cabin when he was teaching school. Then the gold bug bit A. C. Wirt and he headed for California. He brought back \$ 3000. in gold dust tho, and settled on the Skipanon at Upper Landing. He and his 2nd wife Susan ran a hotel, of sorts, since it was at a point where walking began. The hotel was used as a polling place at election time and as a courthouse for Judge Strong. Over the 25 years that they ran the hotel they added a livery stable so there would be transportation to the Plains. At the hotel, butter was \$ 1.50 a pound, potatoes \$ 6.00 a bushel (about 50 lbs) , very poor sugar \$.50 a pound, meat 35 ¢ a pound, meals \$ 1.00, board \$ 16 a week.

The Wirt Hotel was built in 1858 and altho it has been remodelled a few times it is probably the oldest structure in Warrenton and is located at 13th Street S. E. and Anchor Street. It was probably built with lumber from the Hunt mill at Clifton because the 8 inch boards are only 1/2 or 5/8 inch thick, they are unplaned, and the ragged saw marks on one side of the board exactly match the saw marks on the other side of the board. The Hunt mill was the first local mill and was powered by a 30 foot overshot water wheel. Silas Smith wrote a lucid description of it for the Oregon Historical Quarterly. It had a gang of parallel jig saws and sawed several boards at once. The boards weren't one inch thick but if so it could have sawed about 8000 board feet a day and to a first approximation that is about what the Wirt house will have in it.

Altho the house was vacant and unoccupied for a while around 1970, in the 1990s it is occupied and in good repair despite its' age of almost a century and a half in a wet climate. There is a sign board in the yard that proclaims it to be an Oregon Historic Home.

Houses at that time were not spacious. At a museum near the Kelso-Longview bridge-on the Longview side-there is a cabin that has been restored. The 8 by 10 room was bed room, kitchen, and living room combined. The Lindgren cabin at Cullaby Lake is a little bit more spacious and it has the parts for a two harness loom. Clothes have a way of wearing out and cloth for patching was precious--just plain two-harness tabby of any color patched things up. Bethesda Owens-Adair yearned for a cloth for a dish cloth. Property was sold with the back of an old envelope used as the instrument of transmittal. Letters were written on wood. The first local paper was made at Young's River falls with a stone grist mill and the stones are now at the Clatsop County Historical Society.

NORTH CLATSOP COUNTY CLAIM HOLDERS

<u>Name</u>	<u>Claim No.</u>	<u>Name</u>	<u>Claim No.</u>
Adair, John		McEwan, George	
Aiken, Henry S.		McEwan, Robert S.	55
Anderson, Hans		McKeen, J.H.	
Bartons, Jonathon		Martin, Joseph	
Beerman, Frederick		Moffitts, J. W.	
Blodgetts, Enoch D.C.		Montgomery, A.	49
Browns, James		Morrison, Robert W.	46
Browns, John		Mottley, Obediah C.	37
Burnside, David		Munsells, David L.	
Callender, Philo	39	Olney, Cyrus	42
Coes, Jacob G.		Pease, D. E.	45
Cook, George W.		Powers, Freeman P.	48
Condit, Alva	38	Rameys, Daniel C.	
Crows, E. C.		Raymond, W.W.	44
Davidson, George	39 ?	Savery, Brian	54
Eberman, Ninian A.	47	Shane, Franklin D.	47
Elder, Joshua	50	Shively, John M. or Welch, James	
Gearhardt, Philip		Shortness, Robert	
Gilets, P. W.	50 ?	Smith, Saml. C.	
Gray, W. H.	41	Smith, Soloman	40
Halladay, Wells D. C.		Stevens, Charles	
Hobson, John		Tallman, Samuel	
Hobson, William	42	Taylor, James	
Jewitt, John	40	Taylor, Luke	
Judson, Lewis H.	48	Thomas, John	41
Kindred, B. C.	46	Thompson, Lewis	45
Latty, Elizabeth		Tuis, Isaac	
Latty, William		Tuller, Jeremiah	43
Louk, Jefferson J.		Wallace, T. W.	51
McClure, John		Wirt, A. C.	47

SCHOOL LANDS FRAUD

When one stops to consider the aches and pains that schools undergo at present, it is not difficult to fancy all the aches that schools had in their formative years. By an act of Congress on 14 August 48 Oregon territory was created out of land that was vociferously or vaguely claimed by England, Russia, Spain, and the American Indians. At that time sections 16 and 36 of each township were set aside as a source of school revenue despite the fact that there were as yet no meridians or base lines to tell where 16 and 36 were. In 1849 the Oregon Territorial legislature lost no time in enacting a law that Oregon should have free public schools supported by taxation and revenue from school lands. Revenue from the school lands was called the Common Irriducible School Fund at first but later the word 'Irriducible' was dropped from the term.

As far as taxes were concerned, in 1855 John Adair, as an example, had property assessed at \$ 1700. and he paid a total tax of \$ 18.00. This was distributed as follows: School tax \$ 1.70, Territorial Tax \$ 2.55, County Tax \$ 12.75, poll tax \$ 1.00. In 1859 money was distributed from the Common Irriducible School Fund for the first time.

The administration of the school lands, sections 16 and 36 of each township, was to be the prerogative of the State Land Board on a state-wide basis. The State land Board is composed of the Governor, the Secretary of State, and the State Treasurer and the revenue from the 'School Lands' was to be apportioned to the counties; then the counties were to distribute their funds to their various school districts.

It doesn't take most people long to grasp the idea that a section of old-growth timber is worth more than a section of sage brush. Some rip-off artists got that idea real fast too and they devised a scheme like this: They sought out some indigent people and then for a little cash handed under the table they persuaded them to file for homesteads on timber land. A cabin on wheels let them live on the land for one night. Then a little paper work and the fake homesteader could sell the land to one of several shysters. The shysters sold it again to financiers and each made a pot of dough. A. B. Hammond, Weyerhauser, and James J. Hill were all involved. In 1913 A. B. Hammond was sued for \$ 211,000 by the U. S. Government for illegal timber but the case was settled out of court for \$ 40,000. on 10 Feb 10 Feb 1913.

Their schemes had many refinements. Often 'in kind' land was traded for the valuable timber land--with the help of some crooked politicians (some of whom went to jail). The most of this happened during the first years of this century.

The 'in kind' land was also called 'indemnity' land and they didn't formerly call the trees 'old growth' but rather 'yellow fir' because the heart-wood of a large fir is reddish (second growth) while the wood put on as the tree became older had a definite yellow tinge.

One of the rip-off artists . wrote an excellent and incredible story of his schemes and escapades from his prisoncell. There are two copies of his book in the Oregon State Library. The name is

Looters of the Public Domain

by Steven A. Puter

1908 Arno---Reprint in 1912

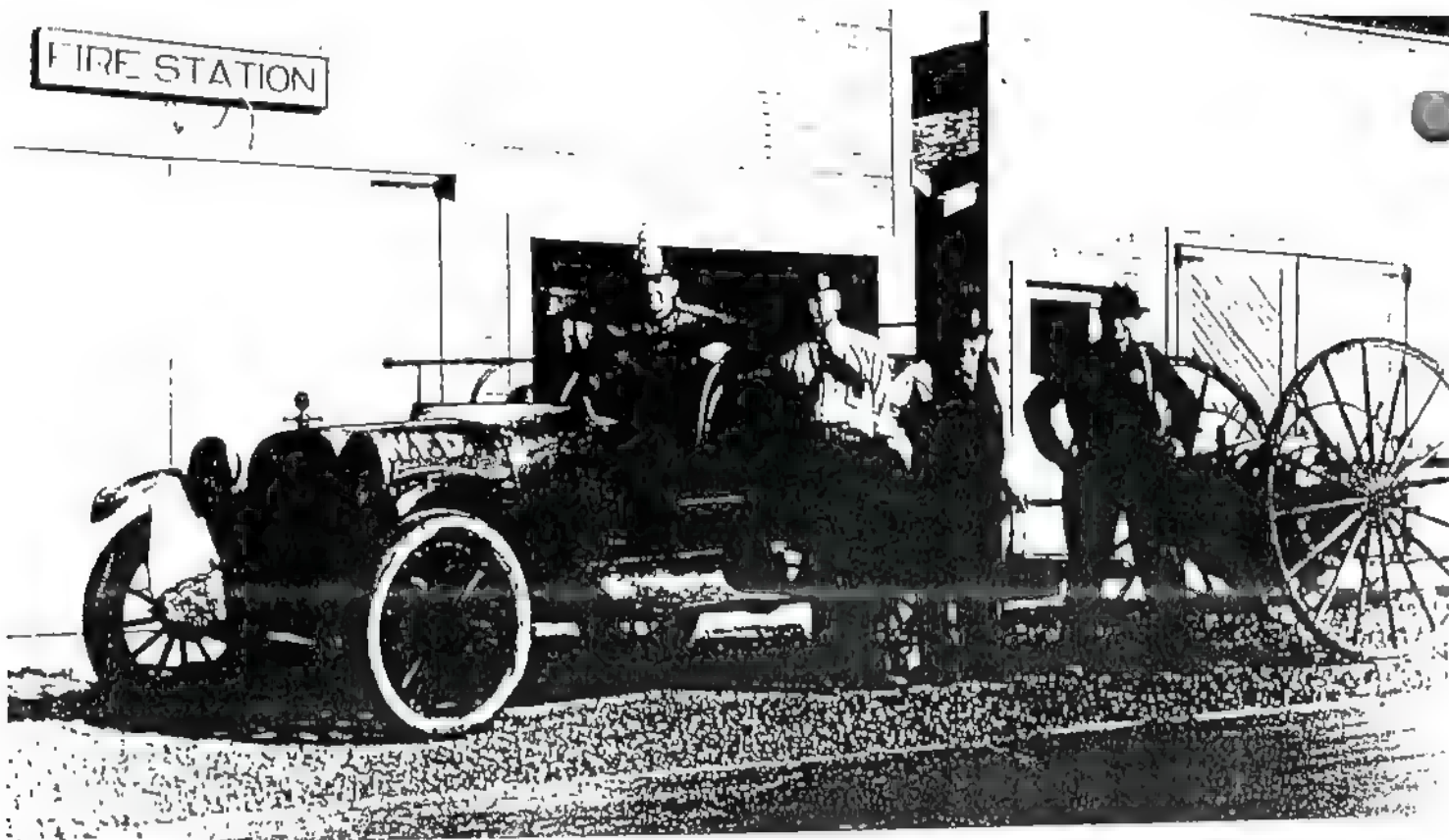
call number 333.16 Puter

The book has lots of suspense in it and at times you wont lay the book down.

So, questions arise about the school lands in Warrenton: Where were they, what happened to them, and did a rip-off hurt Warrenton? Fort Clatsop National Memorial lies very close to if not on Section 36 in our Township of 8 North by 10 West. Almost all of Alder Creek, which lies between Warrenton and Hammond, is within section 16 of 8-10. Oregon State Law has always allowed school lands to be exchanged for 'indemnity' lands--ie lands of equal value. Brallier Swamp is listed on 1934 maps as being schoolindemnity lands. They were exchanged legally and they are very valuable to anyone wishing to raise low cost mosquitoes but wet lands are considered a valuable area today so they wouldn't be drainable today. Of the parcels of land that the State Land Board administers for the schools, one is at Smith Point Astoria and the other is on the shores of the Skipanon near its mouth. The money from these leases does not go to Warrenton directly but rather it goes into the State Irreducible School Fund and Warrenton will get a share from it when it is divided up. The Common Irreducible School Fund was a brilliant idea when first conceived but they failed to set up adequate controls that would keep the crooks from getting their sticky fingers on it. Warrenton did not suffer any direct loss, all the schools in the state suffered at the same time. How we wish we could roll back the clock!



This was written on a corn husk with blue berry juice as an example of pioneer make-do when there was no paper and ink



Art Knight Fire Chief
Bob Hedner Acting Mayor
C. Clifford Barlow City Manager
Bill Wallingford Town Marshall

Wooden spokes, detachable rims." Some date the picture as about 1937.

The Stutz Pumper given in the 'Fire House' booklet of the CCHS was first sold to Warrenton but when Warrenton couldn't keep up the payments it was resold to Astoria. Good thing it was, it was used during the great 1922 fire that burned all of downtown Astoria and then kept them going for weeks after that. They wore the Stutz engine out.

SCHOOLS

In territorial days it took the County Commissioners a while to get their act together because they had to start from scratch with no guide lines. It was like starting a new and expensive business.

On 4 July 1854 County School District No. 1 was organized in Astoria altho its' boundaries extended clear out to Olney. Shortly thereafter, on 1 October 1854 District No. 2 was organized on North Clatsop Plains and it was called the Morrison School. On 21 October 1854 a school was set up at Del Moor, at the South end of Clatsop Plains, and also at the South end of Cullaby Lake, and this school was called the Clatsop School and was registered as School District No. 3. School District No. 3 was amalgamated into the Gearhart District and then the Gearhart District was absorbed into the Seaside district No. 10. The Clatsop School building is still extant and sometimes is used as a dwelling.

The boundaries of the school districts are quite a legal matter and a bound ledger in the County School Superintendant's office contains the bounds. There are about 42 districts in the county now, the word 'about' is used because some districts straddle county lines.

School District No. 2 Originally extended from the South Clatsop Plains Northward to the Columbia River and had a building called the Skipanon School located somewhat west of Warrenton High School. The Polk Directory lists this school in 1887.

In the Astorian on 7. Mar 1878. a report on schools at the end of a term gave this information:

<u>School</u>	<u>District.</u> <u>Number</u>	<u>Enrollment</u>
North Clatsop Plains	2	37
South Clatsop Plains	3	27
Fort Stevens	6	21
Seaside	10	31

Enrollment and attendance were most definitely not the same since the students attended school haphazardly and only attended school when so inclined.

In the District 2, Skipanon School, in 1893 there 49 students enrolled during the 6-month term. The ages ranged from 5 to 20 in the ungraded, one-room, one-teacher school. Compared to the 49 children attending school, 18 school age children did not attend school at all. Imagine the frustration of the teacher with 49 children in one room, no grades, each child progressing separately and alone, several subjects to teach, and the AVERAGE daily attendance only 39 o/o.

"Let's see, where was What's His name studying last week, No, it was 2 weeks ago

Clatsop County School Districts

11-6-72

Prepared by
Emmet Towler

School District	Established	Consolidated with
Clatsop Co. SD#1-C Astoria	July 4, 1854	
" " SD#2 Monmouth	Oct 1, 1854	#30 Aug 4, 1948
" " SD#3 Clatsop Plains	Oct 21, 1854	#15c July 1, 1949
" " SD#4 Knappton?	? 1855	#5g May 31, 1966
" " SD#5 Lewis & Clark	March 7, 1855	#2)
" " SD#6 Hammond	April 25, 1869	#30 Jan 18, 1960
" " SD#7 Westport	Nov. 4, 1861	#5g May 31, 1966
Idm SD#8, Clatsop County, Jewett	April 20, 1872	
Clatsop Co SD#9 Lybrah Dale	Feb 11, 1898	#4 March 17, 1939
Idm SD#10 Clatsop County, Seaside	19c Jan 20, 1873	
Clatsop Co SD#11, Olney	May 13, 1875	
" " SD#12 Hamlet	Sept 24, 1898	#10 Dec 31, 1947
" " SD#13 Malville	Feb 17, 1876	#5 Aug 7, 1942
" " SD#14 Vine Maple	Feb 11, 1878	#8 July 1, 1961
" " SD#15 Heathart	Dec 17, 1898	#10 May 31, 1967
" " SD#16 Fairview	Nov 13, 1878	#4 April 25, 1926
" " SD#17 Lincoln	Dec 5, 1879	#5 Feb 21, 1927
" " SD#18 Fernhill	July 9, 1880	#1c April 4, 1955
" " SD#19 Vesper	Nov 27, 1882	#8 May 15, 1939
" " SD#20 Chadwell	Jan 1, 1883	#5 Aug 7, 1942
" " SD#21 Mountain View	Feb 6, 1900	#11c Apr. 27, 1944
" " SD#22 Swensen	?	#4 May 14, 1947
" " SD#23 Blind Slough	Feb 17, 1887	#4 ?
" " SD#24 Elsie	?	#8 June 30, 1948
" " SD#25 Tidewater	Dec 28, 1890?	#8 Dec 22, 1937
" " SD#26 Walluska	May 14, 1899	#5 July 1, 1957
" " SD#27 Green Mountain	May 14, 1917?	#11c Oct 5, 1938
" " SD#28 Olney??	Nov 8 1915?	#11c June 20, 1926

Clatsop County Intermediate Education District

Skipanon School 1/4 mile west of High School

DISTRICT CLERK'S NOTICE OF OFFICERS ELECT.

To H. I. Lyman County School Superintendent,
Clatsop County, Oregon:

Sir

You are hereby notified that the officers of School District No 2 of Clatsop County, Oregon, for the ensuing year are as follows:

NAMES	TIME TO SERVE	POST OFFICE ADDRESS
DIRECTORS		
<u>E. McHargation</u>	Three years	<u>Skipanon Or.</u>
<u>H. I. Morrison</u>	Two years	" "
<u>W. J. Abbott</u>	One year	" "
CLERK		
<u>Silas B. Smith</u>	One year	" "

The amount of the Clerk's bond is \$1000.

The sureties are:

Aug. Janks
Alfred Dawson
Silas B. Smith Clerk of District No. 2
W. J. Abbott Chairman of meeting.

NOTE.—The Clerk, serving up to the annual meeting on the first Monday in March of each year, will fill out the above blank, and the Chairman and himself sign it and forward to the County School Superintendent.

REMARKS

ANNUAL REPORT

School District No. 2

For the Year Ending March 6th, 1893

Signed.

Silas B. Smith
District Clerk.

This Report must be made out and submitted to the Directors and citizens of the District at the regular annual meeting of the District, held on the first Monday of March, and all corrections necessary shall then be made, and the Clerk shall then file his original Report in his office, the same to be and remain as a part of the permanent records of his office, blanks for this purpose being found in the District Clerk's Book of Records, now furnished to all District Clerks by the State Department of Public Instruction through the office of the County School Superintendents. The Clerk shall then immediately forward a certified copy of his Annual Report to the County School Superintendent, who shall file the same in his office. [See Subdivision 5, Section 54, Oregon School Laws.]

Filed this day of , 189

County School Superintendent.

This Duplicate copy of the Clerk's Annual Report is due at the County Superintendent's office not later than the 15th day of March in each year. The Original Report is to be made out by the Clerk and kept as a permanent record in the District Clerk's Book of Records, now furnished all District Clerks for this and other School purposes.

DISTRICT CLERK'S ANNUAL DUPLICATE REPORT

Skipanon school

To the County School Sup't of Clatsop County, State of Oregon.

Sir: I herewith transmit to you, as required by law, the Annual Report of the Schools in District No 2 in your County, for the year ending the first Monday in March, 1893. Title IV, Sections 42 and 54, of the School Laws of Oregon.

GENERAL STATISTICS		MALE	FEMALE	TOTAL
1. Number of resident persons between four and twenty years of age, belonging to the District at date of this Report		30	34	64
2. Number of resident pupils enrolled in Public Schools during the year between four and twenty years of age		23	26	49
3. Number of resident pupils in the District enrolled in the Public Schools under six years of age during the year	None			
4. Number of resident pupils attending School outside of the District during the year	None			
5. Average daily attendance during the School term or year				39
6. Number of Teachers employed in the Public Schools of the District during the year		1		
7. Number of Teachers employed holding First Grade Certificates	None			
8. Number of Teachers employed during the year holding Second Grade Certificates		1		
9. Number of Teachers employed during the year holding Third Grade Certificates	None			
10. Number of Teachers employed during the year holding Permits	"			
11. Number of Children not attending any School during the year, between four and twenty years of age		9	9	18
12. Number of Teachers employed in Private Schools in the District during the year	None			
13. Number of pupils enrolled in Private Schools in the District during the year	"			
GENERAL STATISTICS—CONTINUED		DOLLARS	CENTS	
14. Estimated value of School Houses, including School House Grounds		500		
15. Estimated value of School Furniture belonging to the School House		100		
16. Estimated value of Apparatus, including Maps, Globes, Charts, School Tablets, etc		100		
17. Amount of Insurance on School House or other School Property	None			
18. Average amount of salary paid Male Teachers per month during the year			60	
19. Average amount of salary paid Female Teachers per month during the year				
GENERAL STATISTICS—CONTINUED		NUMBER		
20. Number of months Public School taught during the year		6		
21. Number of months Private Schools taught during the year				
22. Number of Private Schools				
23. Number of School Houses built during the year, Log, Frame, Brick, Stone	1	1		
24. Number of School Houses in this District, Log, Frame, Brick, Stone	1	1		
25. Is your School furnished with suitable Record Books?	Yes			
26. Is your School furnished with Webster's Unabridged Dictionary?	Yes			
27. Number of Legal Voters in the District for School purposes		50		
28. Total per cent of taxes voted and levied during the year	56	9 1/2 mill per cent.		
Total amount of taxes levied during the year for School House sites, building purposes, etc				

DISTRICT CLERK'S REPORT.--CONTINUED.

Dist 2/893⁽¹⁾

FINANCIAL STATEMENT

RECEIPTS.

- 32 Whole amount of School Funds in hands of District Clerk at the beginning of this School Year, March 7, 1893
- 33 Amount received on District Tax account during the year
- 34 Amount of money received of County Treasurer from the County School Board during the year
- 35 Amount of money received from County Treasurer from the apportionment of the State School Fund during the year
- 36 Amount of money received by Rate Bills during the year
- 37 Amount of School Funds received from all other sources during the year
- 38 Total amount of School Funds received during the year including the amounts named in lines 32, 33, 34, 35, 36 and 37

RECEIPTS.		DISBURSEMENTS.	
Dollars.	Cents.	Dollars.	Cents.
13	53		
59	78		
439	56		
		84	10
		546	77

DISBURSEMENTS.

- 39 Amount paid out for Teachers' wages during the year
- 40 Amount paid for rent of School Rooms during the year
- 41 Amount paid out during the year for repairs on School Houses and premises
- 42 Amount paid out during the year for the purchase of School Furniture
- 43 Amount paid for fuel and other necessary incidentals during the year
- 44 Amount paid for District Clerk's services during the year
- 45 Amount paid for ~~other~~ ^{other} during the year
- 46 Amount paid out for all other School purposes during the year
- 47 (Total) amount paid out during the year for all School purposes in this District
- 48 Cash on hand in the District Treasury at the time of making this Report
- 49 (Amount of School Funds belonging to the District and in possession of the School Clerk at the date of this Report

	427
	2
	263
	61
	46
	546

BRANCHES TAUGHT.				BRANCHES TAUGHT			
	*Text Books	*No. of Classes	*No. of Pupils in		*Text Books	*No. of Classes	
24 Reader	Barnes	1	1	Natural History			
25 Reader	"	1	4	Composition and Letter-Writing			
26 Reader	"	1	3	Swinton's Model Blanks			
27 Reader	"	1	13	Physiology and Hygiene	Smith	1	1
28 Reader	"	1	4	Natural Philosophy			
29 Geography	Watson	3	37	Chemistry			
30 Reading	R.P.B.	1	13	Book-keeping and Business Forms	Prs.	1	1
31 Citizenship	Spencerian	1	48	Science of Government			
32 Binary Arithmetic, Mental, and Written	Rich	1	16	Algebra	Robinson	1	
33 First of Mental Arithmetic	Brooks	2	5	Geometry			
34 Mental Arithmetic	Rich	4	16	Vocal Music	1	Schoor	
35 Binary Geography	Monticelli	1	14	English Literature			
36 Physical Geography	"	1	10	Popular Science			
37 Physical Geography	"	1	8	Drawing			
38 Binary Grammar Language Lessons	Hill	2	12	Pottery			
39 Second Grammar				Antiquities			
40 Binary United States History	Barnes	1	10	Geology			
41 United States History	"	1	7	Lessons			

CLERK'S ANNUAL CENSUS REPORT.

District No. 2 C¹/89

Names of Youth between the ages of four and twenty who are enumerated for school purposes in the district, for the current school year			Names of Parents, Guardians, etc. having charge of youth resident in the district, for the current school year		No. of Parents, Guardians, etc.	Number of Youth between four and twenty age in charge of Parents, Guardians, etc. in the district for the current school year	
		Age				Males	Females
1	Hannah Adair	12	L.D. & M.A. Adair	2			1
2	Henry "	10	" "	"		1	
3	Morris "	7	" "	"		1	
4	Lucy Adair	7	R.A. Abbott	"			1
5	Robert "	12	" "	"		1	
6	Blanche "	15	" "	"			1
7	Willie "	14	" "	"		1	
8	Kellie "	10	" "	"			1
9	Letter "	8	" "	"			1
10	Fred H. "	5	" "	"		1	
11	Chas. A. B. Brallier	11	C. Brallier	1	1		
12	Fred. "	7	" "	"		1	
13	James P. Dodge	17	" "	"		1	
14	A. D. Dodge	14	" "	"		1	
15	Edith Dawson	16	Alfred Dawson	2			1
16	Ernest "	14	" "	"		1	
17	Alfred "	12	" "	"		1	
18	Arnie "	10	" "	"			1
19	Mary H. "	9	" "	"			1
20	Alice M. "	7	" "	"			1
21	Kellie "	4	" "	"			1
22	Edwin Gore	19	H. B. Gore	2	1		
23	Bertha "	14	" "	"			1
24	Maud "	12	" "	"			1
25	Ross Keady	8	John Keady	"		1	
26	Wm. H. "	5	" "	"		1	
27	Lennie Franklin	14	M. E. Carothers	"		1	
28	Rosa Fairfield	6	S. Fairfield	"			1
29	Lucinda "	4	" "	"			1
30	Guy Halferty	10	P. F. Halferty	"		1	
31	Kellie "	8	" "	"			1
32	Alice "	6	" "	"			1
33	Samson "	4	" 58	"		1	

years enumerated for school purposes on the date of the current school year.

change of youth resident in the district for the current school year.

		District 1893		No. of Pupils		Males		Females	
Peter Hill	7	Wm. Dr. Adair	2	1					
Mary Cobble	19	G. H. Cobble	1						
H. J. Jukes	14	A. Jukes	2						
Henry Jukes	17	" "	"	1					
John "	10	" "	"	1					
Doris Jukes	8	" "	"						
Samuel "	6	" "	"	1					
Mary "	4	" "	"						
Hattie Loomis	16	Lloyd Loomis	1						
Mary "	16	W. J. Loomis	1						
Berkah Morrison	9	D. R. Morrison	2						
Ed. J. "	7	" "	"	1					
Edna "	8	R. J. Morrison	"						
Eva Parker	14	Clara Parker	1						
James Sayre	10	S. Sayre	2	1					
Eldon T. Smith	19	S. B. Smith	"	1					
Ham T. "	18	" "	"	1					
Lacoma W. "	16	" "	"						
May B. "	11	" "	"						
Ida Gray	12	Hiram Gray	"						
Lamie "	11	" "	"						
Minnie Gray	8	" "	"						
Lily Tagg	7	Alex. Tagg	"						
Peray "	5	" "	"	1					
				94	15=24				
Brought over from preceding page				21	+ 19=40				
				30	+ 34=64				
Paul Hunsdel	19	F. Hunsdel	"	1					
Mary "	17	" "	"						
Robert Hill	15	F. Hill	"	1					
Frank "	12	" "	"	1					
Bertie "	4	A. J. Hill	"						
Sarah Houghton	8	E. M. Houghton	"						
Willie "	7	" "	"	1					
				21	+ 19=40				

When District No. 30 was formed on 2 Feb 1892, a portion of original No. 2, but all of it, was joined with the 'Warren' schools to form it. Hammond #6 was organized on 25 April 1859 but it was called Fort Stevens District No. 6 then. On 18 Jan 1960 Hammond No. 6 was consolidated with Warrenton No. 30 to form Warrenton-Hammond District 30C; the Plains down to Cullaby Lake had been joined to Warrenton No. 30 on 4 Aug 1948. S. D. No. 3 was joined with Gearhart on 1 July 1949 to make S. D. No. 15C and 15C joined Seaside No. 10 to make 10C.

The ungraded Skipanon School in S. D. No. 2 and the graded Warren School in S. D. No. 30 were both in operation at the same time. In fact the enrollment increased at the Skipanon School to a point where a second building was erected.

Using extrapolation, which is always risky, the population of 'Warrenton' in 1890 was 200 and in 1899 when it received its' charter and really became an area by name the population was around 300.

In the Skipanon School in 1892 the teacher held a second grade certificate and was paid \$ 60. a month. At that time women teachers were paid ten dollars a month less than men teachers, probably partly because of supply and demand and partly because some of the larger boys presented a physical challenge to the teachers. One fifth grade dropout said that he didn't like his teacher so one day he slapped her in the face with a wet skunk hide, ran out the door, and never returned to school.

Silas Smith, the school clerk, was paid \$ 61.50 for the school year. The school received \$ 59.78 from School District tax for that year, \$ 439.56 from the County Treasurer, and \$ 84.10 from the State School Fund for a total of \$ 546.99.

Since the school was ungraded, class size was almost meaningless. There was one student in Bookkeeping, 48 in Penmanship, 1 in Algebra, and 16 in written Arithmetic. There was a total of 19 classes taught that year.

Clatsop County School Superintendents

Robert Shortness-----1862	H. S. Lyman-----1894
D. B. Gray-----1869	J. T. Lee-----1898
Chas. Stevens-----1872	Emma Warren-----1905
W. A. Tenny-----1873	O. H. Byland-----1896-1913, 1928-1932
J. W. Gearhart-----1876	Mrs. O.H. Byland-----1932
S. T. McKean-----1878	Anne Lewis-----1932
H. Stoop-----1884	Emmet Towler-----1949
J. Frank Page-----1887	Richard Knotts-----1967
C. W. Shively-----1891	George Long-----1977
	Richard Laughlin-----1987

From a layman's viewpoint the Warrenton School District's revenue is roughly

<u>o/o</u>	<u>source</u>
43.7	County Property Tax
30.7	Basic School Support
2.5	Interest on cash on hand
1.	Common School Fund
2.	Ed. Serv. Dist. Equalize Funds
1.8	Misc. Game Admiss, lunch fees
1.6	County School Fund from timber sales
2.8	Prior Years Taxes
2.0	Tuition from Non-resident Students

in 1992

It can be seen that every one of these figures is highly volatile and that, the ball park figures, they don't add up to 100 o/o.

During the 1850s , as the subscription schools were replaced with uniform free public schools, the people became somewhat inured to taxation for the schools. But when the time came to add high schools to the free public list, a great hue and cry went up from the ranks of John Q. Public. The tax moaners aren't complaining about the high schools per se now but they do think that any social study is quite beyond a basic high school curriculum. The economy of the day is such that the next logical step of having tuition-free community colleges seems somewhat distant. It seems that at poll-time every year the fate of a school tax levy is as uncertain as a coin-toss. The population of the United States, being given no choice about paying state and federal taxes staunchly resists any attempt to deprive them of their opportunity to vote No on a school levy. They don't want the school burden shifted from the archaic property tax to a sales tax because their chance to spike a tax, any tax, would be lost.





Photos Courtesy
Diane Collier

SHORTAGE OF COINS

During the days of the Provisional Government the settlers were hard put for coin money for trade. During the days of the Mountain Men, fur was traded to 'The Company' for the supplies needed. But the settlers didn't have lots of furs so they used deer skins, buck skins, as a barter medium. However not everyone had access to buck skins and those who didn't complained. The Provisional Government thereupon declared that wheat was legal tender in trade. To this very day one hears a statement like this "I paid five bucks for this hat" and we know exactly what is meant. But if someone said "I paid a bushel of wheat for this hat" we'd say "Run that by me again, will you."

The shortage of exchange medium didn't last for long however because gold nuggets from California, Southern Oregon, Eastern Oregon, and Colorado soon were plentiful. However this in turn created a new problem. First they had to be weighed and that meant finding a nugget of just the right weight. Gold nuggets, however are not 100 o/o pure gold but, rather, are always alloyed in nature with some other metal, often silver or selenium. Consequently the color, the weight, and the value of the nugget varied greatly and they were all mixed up in the leather poke that people carried for gold. The value of the nuggets, then, varied from a high of \$ 16. a troy ounce to a low of \$ 11. a troy ounce. The natural tendency was for the person doing the receiving to discount the purity of the gold by estimating its value from its' color. The scales were suspension balances and required a proper counterpoise weight to evaluate the nugget. Let's hope that the counterpoise weights were always proper--but don't bet the rent on it!

This led to the next step as the "Provisional Government" decided to mint coins to ease complaints about weighing out gold dust and then estimating its' purity. The coins were to be in 5 and 10 dollar denominations, were to have a cameo beaver on one side and the year, territory, and value on the other. The dies for the so-called 'Beaver' coins were engraved in the east and two mistakes were made on the \$ 5. piece. The gold was not assayed and the coins were made overweight and varied in assay and color. About \$ 30,000. was made of each denomination. The coins were minted in Oregon City and the dies are supposed to still be in the office of the Secretary of State,

Rare gold coin heads for Roseburg museum

The Associated Press

ROSEBURG — A rare 1849 \$5 gold piece which helped the Oregon Territory develop a commercial economy has been purchased from a private collection for the Douglas County Museum.

Mildred Whipple, Helen Lassiter and the Friends of the Douglas County Museum have executed an option to pay \$7,000 for the \$5 gold piece, popularly known as a beaver coin, said Daniel Robertson, museum director.

A third party bought the coin with the agreement it will be sold only to someone willing to donate it to the museum, he added.

"It is in essence ours," said Robertson. "We just have to come up with the money."

Though 6,000 of the \$5 beaver coins were struck and 2,850 of the \$10 beaver coins were minted by the

Oregon Exchange Co., fewer than a dozen are known to exist today, Robertson said.

One face shows a rather skinny beaver standing on a log and the other side has the words Oregon Exchange Co., 130 g., native gold, 5D.

The coin was part of a collection assembled by Victor Micelli, a local banker who died in the 1960s, said Verner "Andy" Anderson, a former member of the museum's board of directors.

The collection is being sold to pay medical expenses of Micelli's wife, Christina, Anderson said.

The lore behind the coin has it that Micelli got it in the 1940s from a housekeeper, whose family held onto it after it was used to pay for a ferry ride across the North Umpqua River some time in the 1800s.

The beaver coins were minted privately by the Oregon Exchange Co. in Oregon City. They stabilized gold prices in the Northwest at \$16.50 an ounce and took the region out of a harter economy based primarily on wheat and beaver pelts.

"They were clumsy to carry around," Robertson said of the beaver pelts, which apparently inspired the image of a beaver that graced one face of the coin. "The coinage was absolutely essential to the crea-

tion of a commercial economy in the Northwest."

The beaver coin was minted before the territorial government authorized its own coinage, Robertson said.

They were struck from gold dust brought to Oregon by settlers who had gotten in on the early days of the California gold rush, Robertson said. Oregonians brought back \$2 million in gold dust from California in 1848, he said.

The gold wasn't assayed, so the coins were minted at slightly more than proper weight, to assure they would be accepted at face value despite containing impurities, he said.

"They turned out to be worth \$5.60 in the eastern part of the country," he said. "If you came out here in 1850 with \$1,000 in your pocket and bought 200 gold coins, you would have paid for your trip."



Oregon Historical Society

A beaver (left) graces one side of a \$10 coin, the larger denomination of the \$5 beaver coin recently secured for the Douglas County Museum.

The coins in the picture were struck in 1840 by the Oregon Exchange Company, a private company in Oregon City, three years before the Provisional Government was formed. also, the land was not declared by Congress to be U. S. Territory until 1848 so figure that one out if you can.

TRAVEL

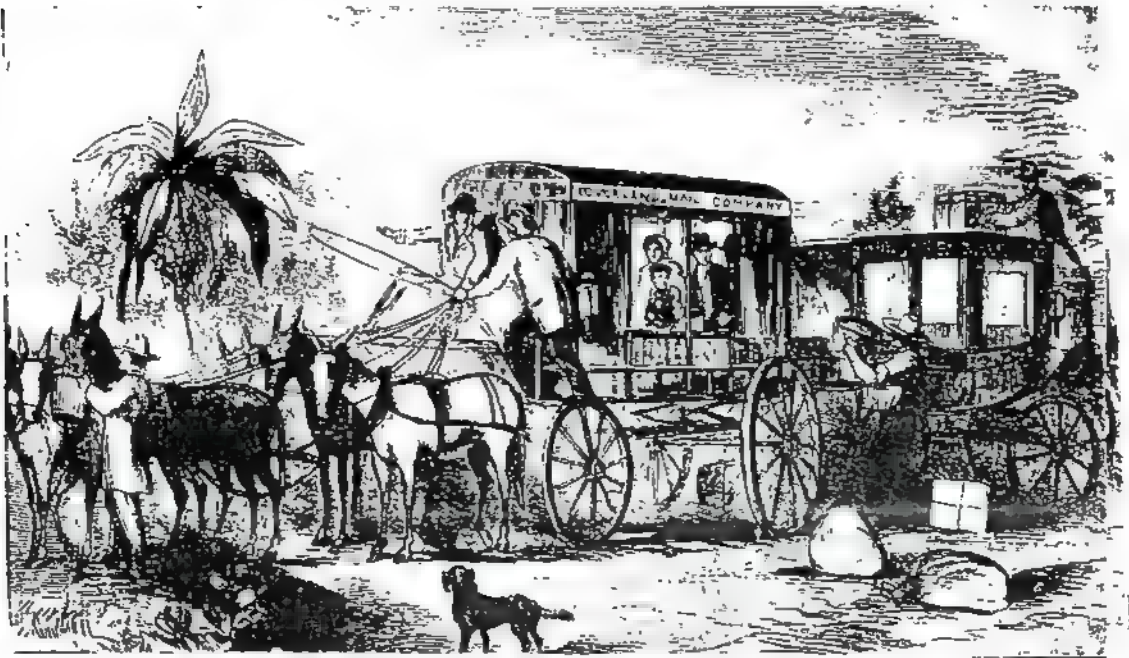
After the pioneers became established in "Warrenton" on a homestead and were proving up their claim, there must have been many who had a compelling reason return to the settlements in the east. There were several ways to travel to the east before the Golden Spike was driven in 1869 but it was a choice between very bad and much worse. One way in 1850 was 'Around the Horn'. There wasn't any time-schedule for the Horn trip but one traveller left Boston December 10th and arrived San Francisco April 1st. This sailing time would require many qualifications because wind-jammers followed wind routes and not the shorter 'great-circle' routes. These square-rigged ships could sail from the 'Oregon River' down the coast to San Francisco but they sailed from San Francisco to Hawaii to Astoria when northbound.

A second way to go east was to take a boat as far as Panama, walk thru swarms of mosquitoes across the Isthmus to the Atlantic sideto a waiting (?) ship. Later there would be a rail road across the Isthmus but it didn't run on schedule and was a 'sometime' thing.

A third way was to stage coach it from the Columbia River to San Francisco for 7 days and then stage coach it east thru Arizona and Texas. A fourth way was to steam boat it to Stump-town Portland and stagecoach it over the Barlow Trail on the edge of Mt. Hood. The word stagecoach arose from the fact that travel was in stages. And How! Even into automobile days tho people used to travel 'by stage'.

By way of local color around the middle 1800s, there was a Wells-Fargo & Co. express station in Astoria at 502 Chenamus (Bond) Street. In 1878 the boat "Katata" left Fishers Landing in Astoria daily at 8:30 A.M. for Skipanon Landing. The Newspapers told of ship arrivals that had fresh fruits and vegetables. And a By-line journalist told of how to hatch eggs in horse manure if the obligated hen wasn't disposed to do so herself. Telegraph News from the east was a feature column and once it told of a man in Reno that was tarred and feathered by Vigilantes for selling whisky to the Indians. It took 3 breweries to keep Astoria tonsils wet since there was John Hobsons Columbia Brewery, John Kopp's North Pacific Brewery, and M. Meyer's Astoria Brewery. Parker's House was an over night Inn right on the Astoria waterfront. Upper Astoria and Astoria were separated by uninhabited Scow Bay at that time.

32. Changing the mails from stagecoach to celerity wagon
From *Frank Leslie's Illustrated Newspaper*, October 23, 1858



A Concord Stage Coach Courtesy Wyoming State Archives, Museum, & Historical

There were principally two kinds of road coaches. One was the relatively high weight Celerity Wagon and the other was the famous Concord Coach, the latter named for New Hampshire where it was first made. The Concord was heavily built for rough terrain and was supposed to weigh almost a ton. There is one in Cheyenne, one at the Wells Fargo Bank in San Francisco, and one in Eugene Oregon. The one in the Wells Fargo Bank is maintained in its original splendor being painted with bright reds and greens and with lights on each side. The Concord had no metal springs but rather the egg-shaped passenger housing ^{was} supported on special leather straps on the near and ^{the} off side. They were called by a peculiar name; 'thoro braces' and each side was a loop of 3-ply 4-inch wide leather passing thru a loop in an upright spring on the front axle and a similar spring on the rear axle. Baggage was stowed in the 'boot' on the very back of the coach. There also was a railing rack on the top of the coach for more luggage or freight or even passengers in some cases. The driver rode on the off side of his seat so he could put his right foot on the long brake lever on a downhill run.

The passengers were bounced and jostled unmercifully as the three pairs of horses raced at a gallop across the prairie without a road. The nearest pair of horses ^{was} called the wheel horses and they had full harness with backers and martingales. The second pair was called the swing team and their double tree was hitched to the wagon tongue. The front team was called the leaders and they had a chain running back to the wagon tongue. The driver had three pairs of 'lines' that he 'milked' as he tried to keep the horses spaced so that they wouldn't step on each others front feet as they swung in a circle. Skinning a 6-horse team must have required great skill and concentration.

At first the coaches stopped over-night at way stations for bed and breakfast but later they travelled day and night because the passengers wanted to get it over with. It wasn't an easy way to travel. The menu at the way stations was invariable, beans, salt pork, and coffee. The story goes that one passenger complained about the lack of variety and was told to help himself to the mustard.

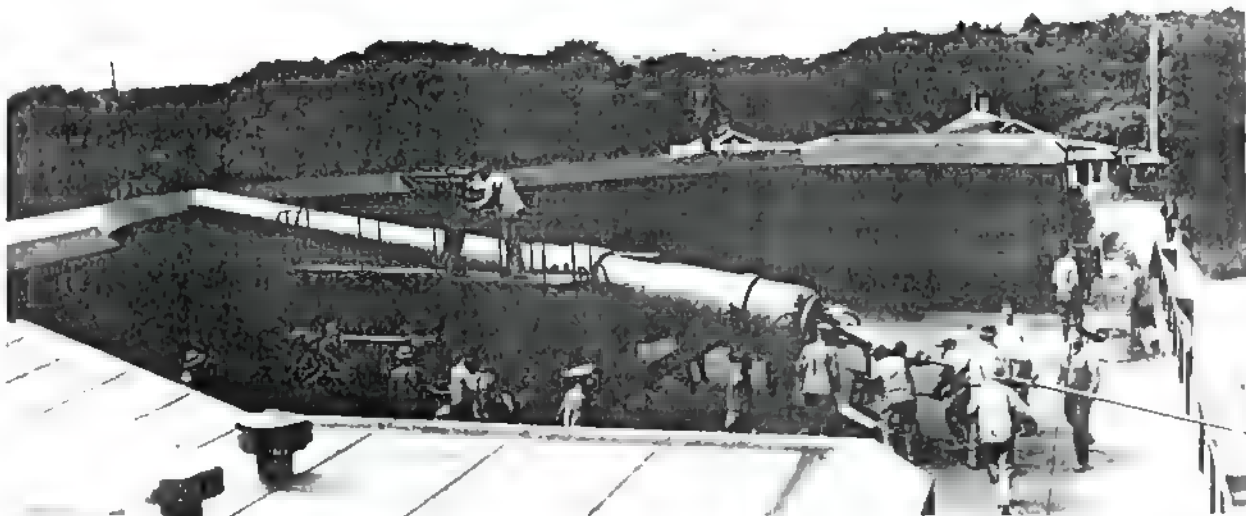
The coaches leaving San Francisco often carried gold for deposit in the Eastern banks so for security a second man rode outside with the driver. He was said to be 'riding shotgun' since he carried a shotgun loaded with buckshot which were generally three lead pellets about the size of a small pea.

Butterfield was the pre-eminent stage coach line in the business. It had a mail contract with the government as a subsidy.

THE COLUMBIA RIVER BAR

With the onset of the Civil War, Warrenton was in a strategic location to defend the river mouth area against attack. The southern states had their hands plenty full already without opening a new front but England was sympathetic with the South and thereby posed a threat. For that reason the army decided to fortify the Columbia River, and Fort Canby on the Washington shore and Fort Stevens on the Oregon shore were equipped with guns. Fort Stevens was named after Major Issac Stevens who was killed in action in 1861. Fort Stevens' first armament was one 15 inch gun, five 10 inch guns, five 8-inch Rodman Rifles, and five 200 pound Parrot guns, all mounted in earthen emplacements. The construction of batteries mounted in concrete occurred from 1896 to 1904. These batteries were Lewis, Walker, Mischler, Pratt, Freeman, Smur, Clark, and Russell.

Today Battery Russell and the underground tunnels at Battery Mischler seem to hold the greatest attraction for tourists. All of the guns were scrapped in 1947 and Battery Russell is now just a lot of concrete with a hole in it. It seems that a wooden replica of the gun could be made fairly easily. It could be pressure treated with creosote to slow down rot and then kept drippy wet with creosote to slow down vandals who always want to carve their names for people to see. There is a companion gun to the gun missing at Battery Russell in a park at Fort Casey on Whidby Island near Port Townsend in Washington. Oregon Historical Soc. Photo



The shoreline running south from Point Adams once ran close under Battery Russell as is evidenced by the driftwood lying close to Battery Russell. The driftwood was driven ashore at high tide and sand driven ashore after it, year by year.

The Entrance Bar has made the Columbia River a dreaded harbor

since Captain Robert Gray lost some men on it in 1792. Scores of ships have been lost trying to cross the bar or trying to find the Columbia River Entrance. The Columbia is a mighty river and the North Pacific storms whip up fierce seas. When the ebb tide from the estuary meets the sloppy ocean seas, heaven help the boat caught in the middle. When a river meets the ocean it generally turns to the right, in the northern hemisphere, and this creates a bar..

In 1882 Captain Powell reported the channel depth to the army engineers in Washington D.C. "The north channel has remained the ship channel thruout the year. It has shoaled from 20 to 19 feet at mean lower low water.....The German ship Fritz, now in port, draws 26 feet when loaded". In 1879 70 steamers, 36 vessels under sail entered the Columbia.

So what did it take to improve the bar situation? They decided to build jetties to constrict the Columbia River . mouth enough for it to keep one channel swept clear by the river flow.

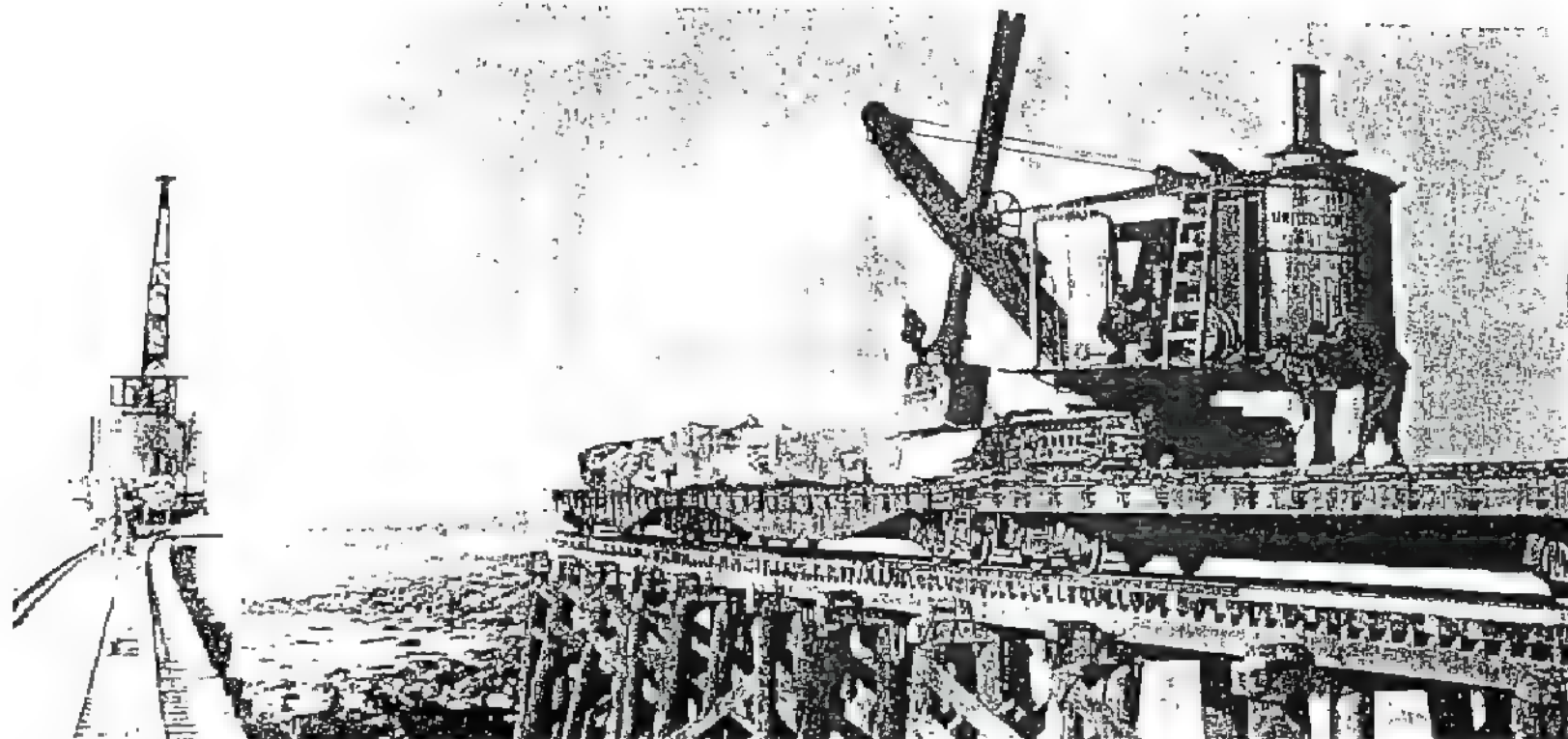
After a certain amount of lobbying in congress, work was started to build a jetty in 1884 but building a jetty took some learning first. When a rock is placed on the sand it soon sinks out of sight and that caused considerable head scratching. Finally they tried putting bundles of willow wythes under the bottom rock which sounds crazy but it worked. If you have walked barefoot in the surf you may have felt the sand eroding beneath your feet as a wave runs back to the ocean from the shoreline. People have been known to fall down in the surf. The willow wythes may have slowed down the current passing under the edges of the rock. Sometimes the Engineers bound several logs together with swifter wire.

Getting the rock out in the heavy surf was another of their problems. They built twin trestles out from shore and dumped huge rocks between them. Each trestle had railroad tracks on it and while a pile driver extended one trestle, flatcars loaded with rock were pushed out on the other trestle. Then the two operations swapped trestles. All operations were by power since each rock weighed between five and ten tons.

The rock was obtained from Fishers Quarry about ten miles east of Vancouver where 18 China men drilled and blasted them out and they had their engineering problems too. Five miles of the South Jetty was built in ^{the} 10 years ending in 1895 altho at times all work was spent repairing broken spots. The South Jetty was made 5 miles long at first and was extended 2 miles during the Depression. The North jetty was built in the period 1914 — 1917. . Spur Jetty A was built in 1939. The jetties are repaired constantly. Once when the South Jetty was in good repair it was 80 feet in cross-section across the base, and 30 feet sea floor to crest.

In 1879 Major Gillespie, District Engineer for the U. S. engineers, reported that there were two channels across the bar and that in a single stormy night the two channels could exchange places as being the better one to cross. The bar pilots at that time towed a farmers disc harrow behind their steam powered pilot boat every time they went out to meet a vessel and the tide was running out. This way they lowered the bar a couple of feet. Then the first storm in the fall undid all of their handiwork.

Captain George Flavel watched these incoming vessels with a glass from the tower in Flavel House in Astoria.



Corps Birthday

The Portland District of the U.S. Corps of Engineers, which celebrates its centennial Monday, has been building jetties since 1879 and in the early 1930's constructed the Columbia River South Jetty, pictured here. Railroad cars transported huge jetty stone out on twin trestles and dumped the stone between. The pile driver at left extended the trestle as the jetty

progressed farther into Pacific Ocean. Twenty-five jetties, extending a total length of 28 miles, with 25 million tons of stone, have been constructed by the Portland District. Centennial ceremony at the District office, 2850 SE 82nd Ave., Portland, starts at 1 p.m., Monday. Open house is scheduled during the afternoon.



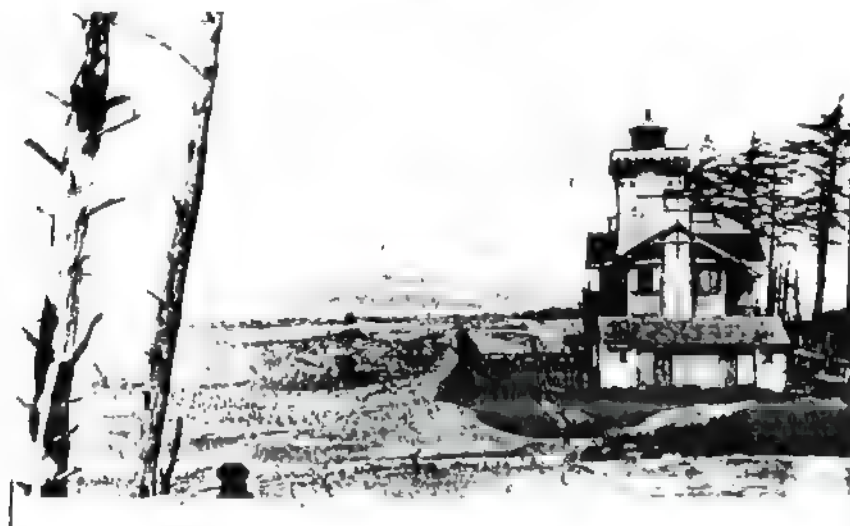
ALXAS

ASTORIA, OREGON, THURSDAY, APRIL 29, 1971

SHIPS LOST AT THE COLUMBIA RIVER MOUTH

9 feb 1803 Alsternix	Feb 1876 Sloop
10 Mar 1829 William and Anne	Dec 1877 Nimbus
23 May 1830 Isabella	18 Oct 1879 City of Dublin
4 Dec 1832 Sea Thrush	19 Oct 1879 Great Republic
7 Feb 1833 Pescawha	13 Sept 1881 Rival
18 Jy 1841 USS Peacock	16 Oct 1881 Fern Glen
10 Sept 1846 USS Shark	17 Nov 1881 Edith Lorn
1848 Maine	21 Feb 1882 Corsica
1848 Vancouver	9 Jan 1883 Vandalia
1849 Josephine	7 Oct 1883 J. C. Cousins
7 July 1849 Morning Star	4 Sept 1883 Queen of the Pacific
1849 Aurora	1884 Devonshire
1852 Dolfin	27 Sept 1885 Cairnsmore
29 Nov 1852 Marie	23 July 1886 William A. Reese
29 Jan 1852 General Warren	20 Sept 1890 Governor Moody
1852 Primrose	29 Nov 1899 Lightship
1852 Potomac	15 Jan 1901 Cape Wrath
12 Jan 1853	9 Dec 1903 Saviour
12 Jan 1853 Mindora	25 Oct 1906 Peter Iredale
19 Sept 1853 Oriole	26 Mar 1908 Klose
25 Feb 1854 Firefly	11 Mar 1911 Oshkosh
10 Mar 1860 Delharrie	13 Mar 1912 Admiral
10 May 1861 Woodpecker	7 Jan 1913 Rosecrans
27 Jan 1864 Lenny Ford	1 Nov 1913 Kake
16 Mar 1865 Industry	21 Oct 1914 Rochelle
16 Mar 1865 S. D. Lewis	7 Jan 1928 North bend
5 May 1866 W.B. Scranton	16 June 1929 Lairrel
17 Jan 1867 Desdemana	15 Feb 1931 Admiral Benson
5 April 1870 Champion	15 Jan 1936 Iowa
20 April 1870 Ellen	
23 Dec 1871 Windward	
11 Mar 1874 Sidi	
28 Mar 1875 Architect	

The Point Adams Light was erected in 1875 and it operated until January 1899 when it was closed due to the greater importance of North Head and Tillamook lights. The Point Adams Light was situated less than 100 yards north of Battery Russell. The 4th order light was two stories above the two story care-takers quarters. The building was finally burned in January 1912.



Point Adams Light in 1875--Courtesy Evelyn Hankel
First keeper was H. C. Tracy

When the Cairnsmore was wrecked in 1885 she was pushed near here by the waves and then she very soon disappeared in the sand.

FISHING THE CHUTE

Around 1890 but before the South Jetty was built there was a narrow channel from Swash lake thru to the ocean slightly north of the Peter Iredale and Swash Lake had an entrance to the Columbia. It ran somewhat beneath Battery Russell and it shows plainly on the 1892 Marine Chart of the entrance. Fishermen called it the Tillamook Chute because it pointed straight to Tillamook Head. They would coast out this passageway in their gillnet boats on to the briny. Then they'd sail, that's right sail, their boats around Point Adams back into the river mouth. Then they were ready for a long "drift" up the Columbia on the flood tide. When 'fishing the Chute' they were always out over night and when a storm blew up in early spring fishing they would be out two or three nights. They had special 5-gallon 'dinner buckets' that were about 14 " wide by 18" high and had a lapped lid and a bail. They were painted green and when the bar was sloppy they were used to bail water from the boat. The dinner buckets were supposed to be enough for two men for the whole trip and either the fisherman's wife or the boarding house cook put in whole loaves of bread, whole roast chickens, and whole pies. See picture page 87.

They didn't want to risk a bar crossing when there were cross seas. Oney Silver told of the harrowing experiences that his father had related about "fish-the chute". It was a hard life to live and it's easy to see what inspired the song "Red Sails in the Sunset". Mrs. Lawrence Rogers, a lifelong Hammond resident, also told stories about her father "fishing the Chute".

After the South Jetty and the North Jetty were both built the bar virtually disappeared but the ships still wanted it dredged deeper and still deeper. And the sand? Now it went out into the surf and the waves washed it ashore and we'll hear more of the sand later.

The wreck of more than a ship a year for the last ten or fifteen years may have motivated congress to buy some of the Kindred Donation Land Claim in 1877 and set up a life boat rescue station on the river side of Point Adams. There were living quarters for the personnel, a building for the boats and gear, a ramp on which to launch their boats, and fire fighting equipment to fight fires in 'town' on a strictly voluntary basis. The fire fighting equipment included a hose-reel cart drawn by seven men but we don't know what they used for water because there were no water mains at all until 1914. Their boats were stored on wagons ready to go, and the boats were long enough that several men would have been required to man the oars. They also had horses that were trained to rescue people in the surf.

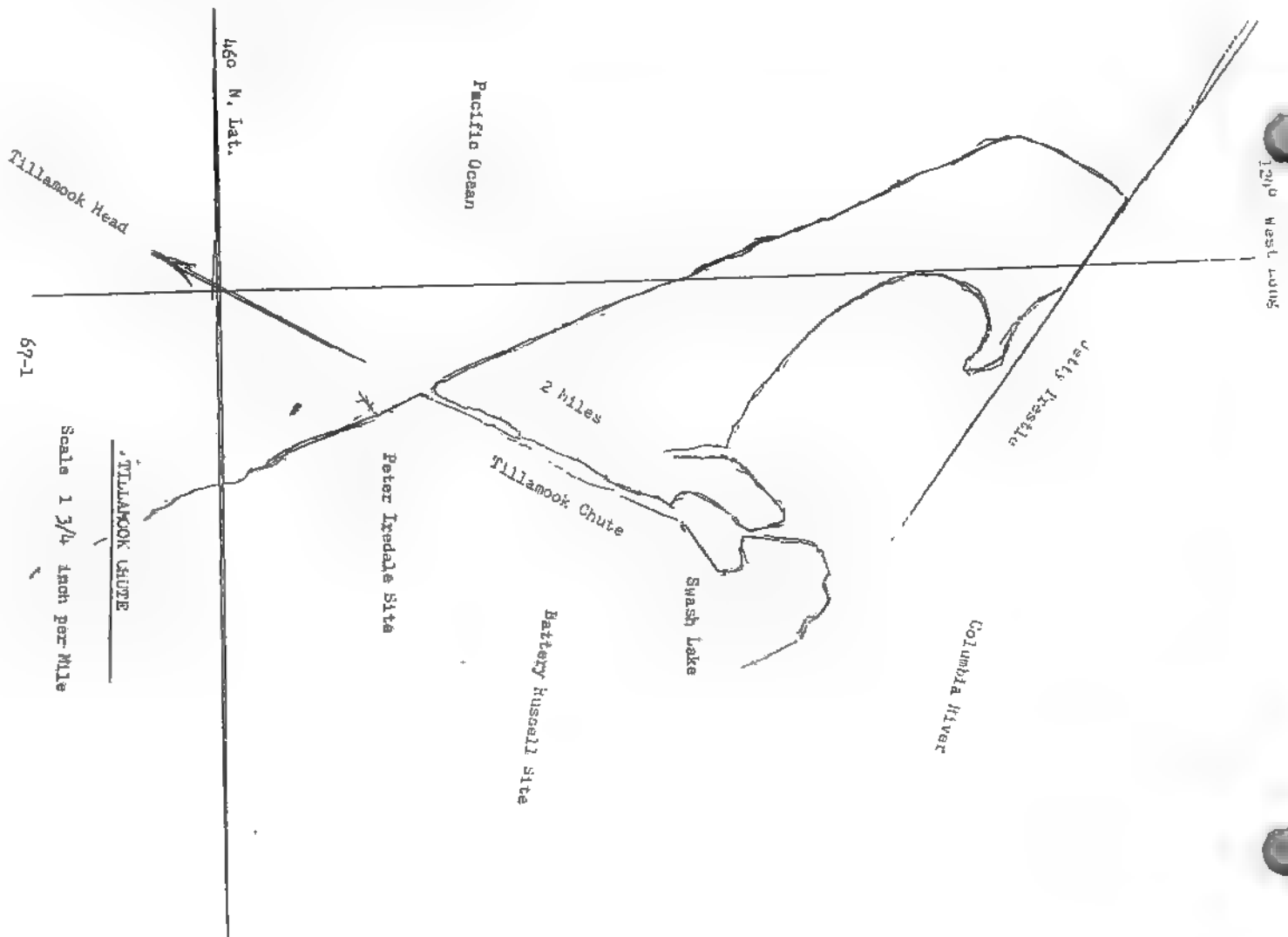
When the Peter Iredale grounded in October of 1906, the the life-saving crew went overland to the wreck. There they shot a grappling hook into the rigging and set up a breeches buoy to take the crew off.

Unlike the dozens of other ships that have disappeared into the sand, the Peter Iredale is still there--that is what's left of her after 86 years of pounding surf. One theory to explain why she didn't sink in the sand is that she rests on a bed of black sand. All over Warrenton and out to the ocean there are deposits of black sand so the guess could be made that the Columbia ran right thru Warrenton at one time. The ocean waves come pounding in and push black, white, and yellow sand before them. Then the waves run back off the beach and sometimes the waves leave the heavy black sand while carrying back the lighter weight yellow and white sand. The black sand is two to three times as heavy as white quartz sand. There actually are three kinds of black sand on the Peter Iredale beach, magnetite, ilmenite and rutile. The magnetite is a double oxide of the ferrous and ferric oxides hooked together and it is quite magnetic. A flake of Clatsop County rock like a finger nail, contains enough magnetite and is light enough to be lifted with a child's toy magnet. The next kind of black sand, ilmenite, contains ferrous oxide and titanium but reclaiming it from Peter Iredale sand would not be practical. The third kind of black sand at the Iredale is rutile which contains titanium, a metal of the tin family that has become important for paint and it has several unusual properties. Surgeons use it extensively in repairing broken bones because bone grows fast to pure titanium. Dentists also use titanium to form dental implants for teeth.

The beach at the Peter Iredale changes some every winter. Some years there is a lot of sand on the beach and some years the bones of the Peter Iredale show plainly. Near the keel of the Iredale, on the inside of the hull, there is sound wood. Apparently the ocean salt at that temperature has virtually stopped rot. It is not the lack of oxygen because there was sound wood on the fore deck as late as 1970.

The bowsprit of the Iredale fell off due to rust sometime after 1970. Some Warrentonians proposed to the State Parks Division of the State Highway Department that the bow sprit be mounted on concrete supports in the parking lot above the Iredale. Then the bowsprit be filled with concrete that was stained with iron rust paint pigment. This gives concrete the same color that rusty iron has. There could be a plaque telling about the Iredale.

The Parks Division was interested and investigated. But in the mean time some people from Astoria had secretly siezed the bowsprit and spirited it away. The Parks Division didn't want to make waves. The bowsprit rusted away out in Upper Town near a cement-mix plant.

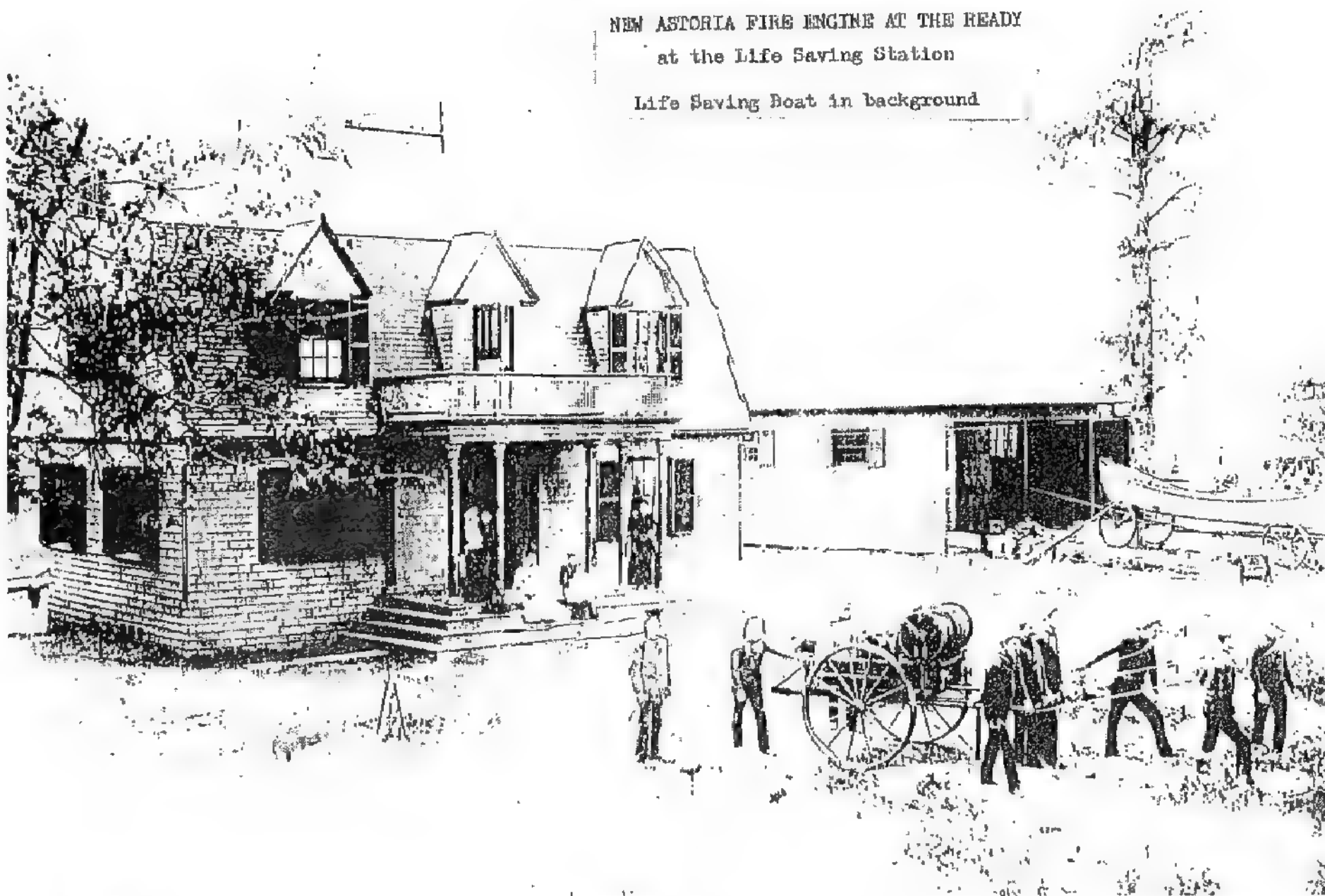




The Peter Iredale in 1964 courtesy Tom Hunt and Roble Anderson.

NEW ASTORIA FIRE ENGINE AT THE READY
at the Life Saving Station

Life Saving Boat in background



NEW INDUSTRY

There are three principal types of soil in Warrenton. One is the 40-mesh sand like that at the Peter Iredale and since it won't hold water well in a dry summer, it doesn't make very good agricultural soil, altho if enough compost is used together with fertilizer, it can be used successfully. Another type is the Sallie silt loam which is very fine alluvial clay from flood waters and it makes good agricultural soil. The third type is native clay formed in situ from the weathering of basalt. AMAX encountered this hard intractible clay and placed many tons of hydrated lime on it before it could be leveled with bulldozers. In the first half of the 1960s the Bunker Hill Company from Kellogg in Northern Idaho reviewed the black sand deposits in Warrenton for commercial possibilities. A substantial amount of land in Warrenton was foreclosed for taxes in the Depression. When it was resold at bid on the courthouse steps, mineral rights to the land were retained by the County. They were hoping for oil some day but black sand is a mineral too but the property owners turned a cold shoulder to Bunker Hill because any revenue from the black sand would not go to the property owners but to the County which is always money-hungry. However Bunker Hill couldn't find enough black sand in Warrenton to be commercially feasible. And then Sand Island, which is loaded with black sand, was found to have migrated to the Washington side of the state line so it became complicated to get. Bunker Hill Company did ship some black sand from Coos Bay to Kellogg, however.

A vastly larger potential enterprise for Warrenton was given the cold shoulder on 28 October 1970 when American Metals Climax sent H. C. Clough, president of their Aluminum Division, Amax, to Astoria to explain their proposal to the local people. They would ship bauxite and cryolite ores from Australia to a Warrenton beach, then send it by conveyer over a half mile to a site behind the airport. The plant would cost 130 million dollars of which 10 % would be spent on pollution control. The proposed process was to melt cryolite (aluminum fluoride), and dissolve bauxite (aluminum oxide) in the molten ore. Then a large current of electricity would be passed from an electrode placed in the center of the pot to the wall of the fusion pot. As aluminum collects on the anode in the center of the pot, the anode is raised from the melt. There would be rows and rows of these pots and the pots would be kept hot by electrical resistance. The temperature would be almost 1000 degs. Centigrade and at that temperature aluminum fluoride is vaporized and creates a substantial environmental hazard. However Amax would use dry scrubbers and recover 93 to 96 % of the pollutant or around 10 tons a day. However that leaves 1300 pounds of fluoride dust escaping a day or a half million pounds escaping a year for maybe the next 40 years. Warrenton was picked for cheap Bonneville power and of course the local power company is always elated in a case like this. There is a process like this in operation at Longview and this scribe

was unable to see any thing wrong with the environment around Longview. Environmentalists solidly packed the October 1970 meeting and Amax had to take their allotment of Bonneville power to Umatilla for another try but somehow the Umatilla deal fell thru also.

Dry scrubbers are drapes hung in a passageway in a baffle-like arrangement and the flakes of dust cling to them until they are shaken off. One wonders if the dry scrubbers couldn't be backed up with wet scrubbers and then put the effluent in the ocean because inorganic non-radioactive pollutants rarely cause marine problems.

Not all rock in Clatsop County is igneous. Thru the geological ages Clatsop County, as in fact most land, has waved up and down with regard to sea level. Clam shells were found on the hillside when excavating for the foundation to build Star of the Sea School in Astoria. In 1880 a Professor Hopkinson found a sedimentary rock on the 'county' road east of Astoria. When he crushed this rock to sand-like aggregate, then calcined (heated) it, and powdered it, a hydrolic cement was obtained. Some cement was actually prepared on a commercial basis and barged to Portland in slack barrels. However one trip encountered foul weather and the cement set up in the barrels. This seemed to terminate the project. There is a sedimentary rock at Short Sands Beach that might be of hydrolic cement quality. As a high school science project, this rock could be calcined in a self-cleaning kitchen oven to see if it would harden to a cement.



The main Warren barn

It's time for D. K. to enter the Warrenton scene. Daniel Knight Warren was born in Bath, N. Y. on 12 Mar 1836. Later the parents moved with their four boys to Illinois. In 1852 the 4 boys joined a wagon train that was hitting the Oregon Trail. They reached Stump Town 9 September 1852 and followed the lure of gold to the Rogue River but they didn't get rich in the year that they were there. Going back to Portland and then out to Astoria took most of Daniel's money but he got a job in the woods and soon set up his own logging outfit. He ran the logging outfit for 5 years and then returned to Illinois to marry the girl, Sarah Eaton, that he'd left behind him. Then he logged in Clatsop County from 1863 to 1870 and accumulated enough money to buy 160 acres from the Pease, Wallace, and Tuller Donation Land Claims, which comprize 'downtown' Warrenton. He served one term as senator for Clatsop, Tillamook, and Columbia Counties. He seemed to prosper at everything he did.

He built the Warren Mansion in 1884 and also built a huge barn that had stalls for 185 head of cattle. However that wasn't enough so he had 3 more barns built. When the Skipanon was dredged in 1922, the spoils from the pipeline filled up land on the side of the barn so much that the whole side of the barn was pushed in. The barn was racked and couldn't be repaired. Before the dredging, the Skipanon Waterway bore no resemblance to what it is today. There was a bridge or trestle running diagonally across the present channel from Bud Charlton's fish house to the Warren house and barn. The mansion was something to behold apparently. Anna Bosshart worked there as a house maid when she was quite young and she described the house. She said that it was "lighted with some sort of gas". One can speculate about what kind of gas for a single house and the most likely possibility would be carbide lights like miners head lamps and the "head lights" on the early automobiles. The producer gas used in early Astoria was made on a larger scale.



D. K. Warren

The Warren mansion has fallen into disrepair due to dampness. Some of the rooms had decorate ceilings and the early house had running water. On rare occasions in recent years it was open to the public. The decendants still live on the estate but the mansion is not occupied by them.

from Windmill & Forks



Sarah Eaton Warren, the beautiful wife of Daniel Knight Warren and the mother of George W., Fred L., Maud and Lucy

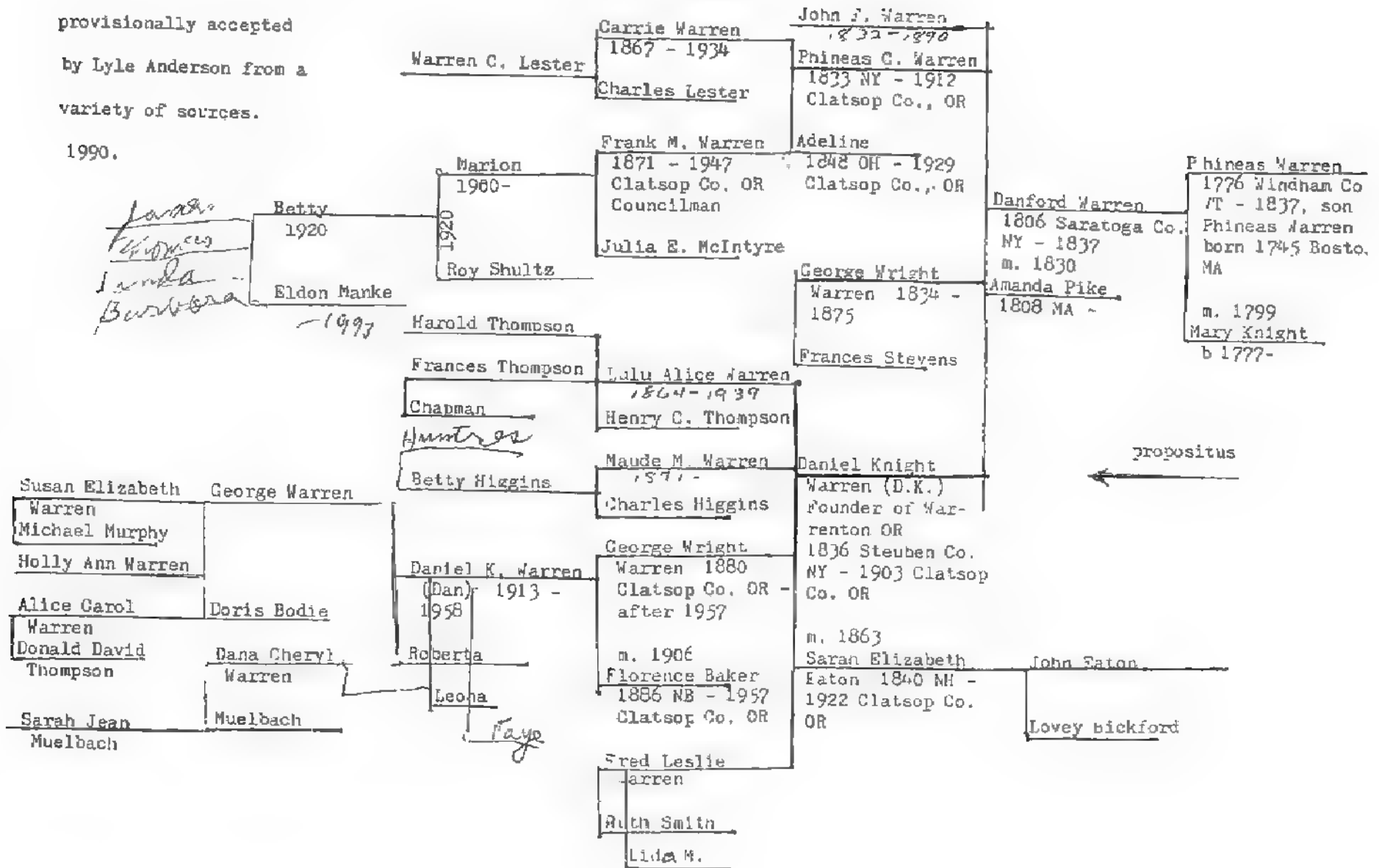
Genealogy of DANIEL KNIGHT WARREN - founder of Warrenton, Oregon

provisionally accepted

by Lyle Anderson from a

variety of sources.

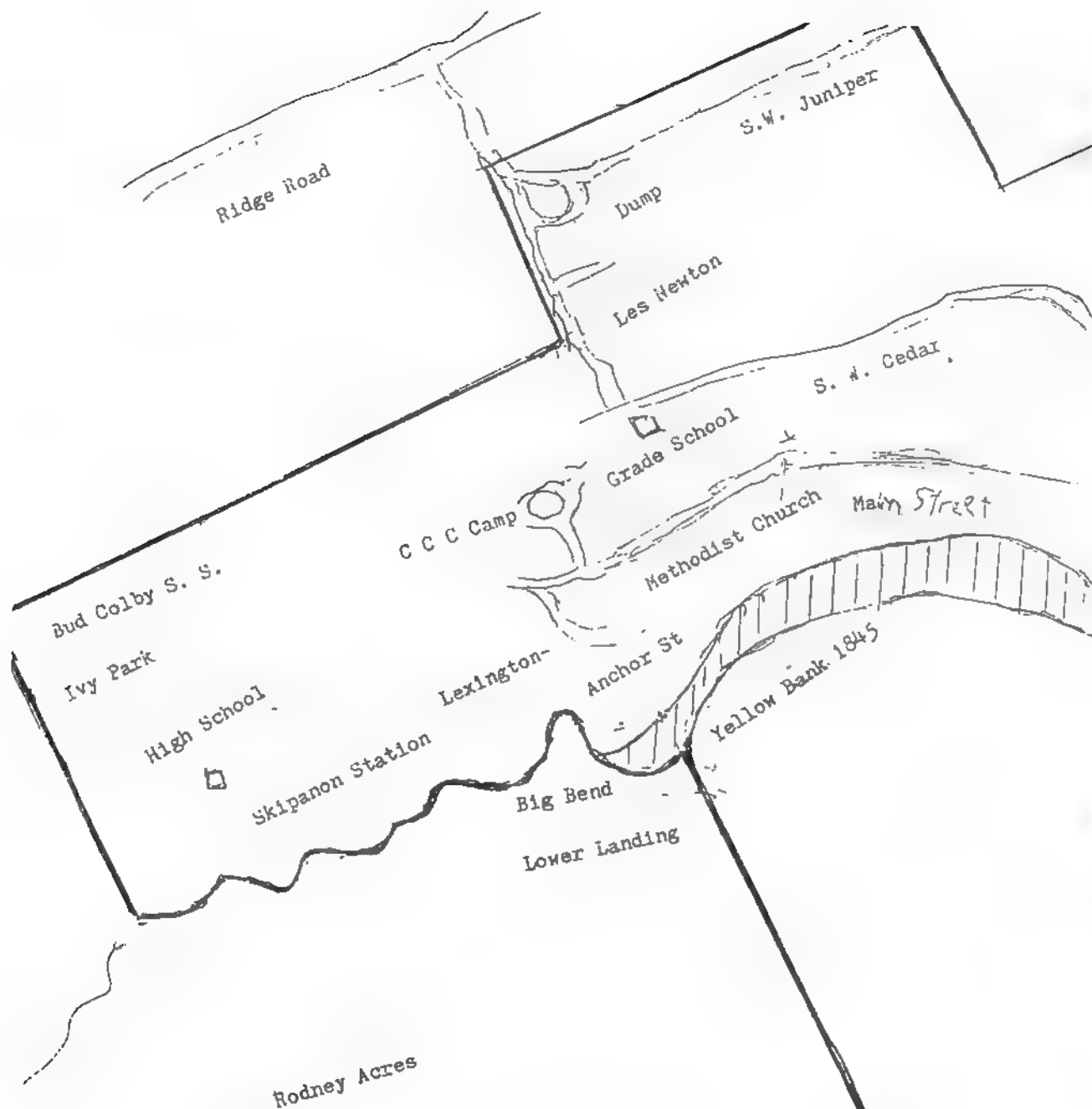
1990.





Oregon Historical Society
Photo

Chief Postum Warrenton Area, possibly 1875

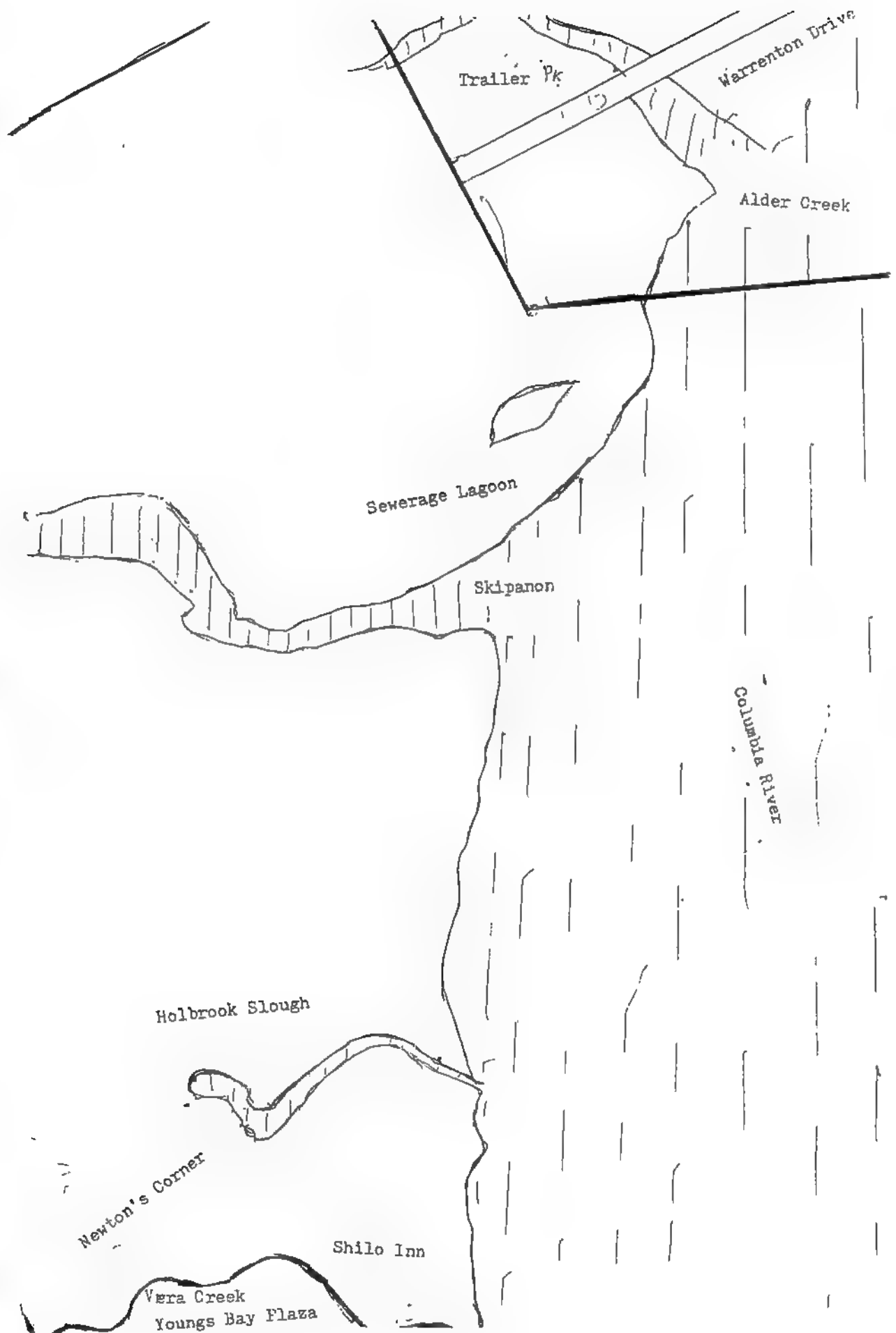


ORIGINAL WARRENTON BOUNDARIES

with 1992 locating sites marked

3 square miles of land, lakes, etc.

1 1/2 square miles of estuary



The explorers couldn't pronounce all of the Clatsop sounds so Chief Cobaway's name appears in several spellings. Some say the Clatsops couldn't pronounce all the words. Well, maybe it was that way. Cobaway had three daughters by a killamook wife, Celiast, Yaimast, and Kilakota. but he had no sons. Thus when Cobaway started hunting in that happy land his nephew Tostum was given the nod to take over. Tostum was born sometime around 1825 and he put his X on Anson Dart's Treaty in 1851 at Tansy Point. Tostum lived on land where the U.S. Army wanted to build Fort Stevens but that didn't deter the U. S Army any at all so he moved to Clatsop Plains where he died around 1876. Mrs Bessie Robinson knew Chief Tostum's wife whom she said lived across the highway from the Warrenton High School which is Clatsop Plains to folks who don't live there so maybe that is where the Chief lived.

The Chief's wife, Mrs. Robinson said; went to the beach every day to dig clams because this was her livelihood. She died around 1900.

Picture-taking was a-borning in 1840 but they called it daguerro-type then. By civilwar time photography had switched to silver, and sharp, crisp pictures were obtained. There are good pictures of Chief Tostum. Another treaty signer was Kotata, who was elected Justice Of the Peace in Seaside in the late 1800s by a handsome majority. Chief Tostum had a son, Baker Tostum, who was educated, and he also had a daughter, Tse-tse-he-los, also called Kate, who worked in the Warren household. Altho Kate herself was a flathead, she was infuriated when she found that her mother had fastened a flatening board to the head of one of Kate's children to denote that the child was of royal lineage. Kate married August (Gus) Jurhs and they had three sons and three daughters: Henry, Josey, Minor, Mary, Christine, and Frances Laverne. Some of the children moved to Portland and some to Lake Oswego. Kate Jurhs was born in 1851 and died of pneumonia in Astoria on 23 Feb 1926. Kate was said to be the last of the flatheads and Jennie Mitchell of Seaside is said to be the last of the Clatsops, altho she died in 1905.

Ann Bosshart Tetlow said that when she came to 'Warrenton' in 1898 at age 5 there were two teepees on the hill at 3rd and Anchor.

THE NAME WARRENTON

The Warrenton Area has had several trys at a name. Lexington came the closest, being the County Seat at one time. D. K. may have had a desire to make Warren a household word because in 1896 he offered a free lot to anyone building a \$ 1000. house onlt. He also offered a \$ 1000. bonus if that person built a \$ 3000. house. The ploy worked, In 1899 a group of men met in the office of the Port Oregon Tribune Newspaper and voted to incorporate a town. They would soon be granted a charter from Salem and the name was Warrenton. Lexington retained its' name for a while but was finally amalgamated into Warrenton in the big expansion of 1914.

Daniel Knight Warren died 4 December 1903 at age 67. He was quite a guy and probably ranks No. 1 among the people Warrenton has produced. Arriving in town broke, he seemed to know how to select the right things to work at and then how to do the right things to succeed. He became more than just affluent, he became influential and raised a fine family. He financed many industries such as logging operations, sawmills, cattle ranches, slaughter houses, retail meat markets, rail roads, schools, and diking districts. He was a State senator, bank president, and president of the Astoria and South Coast Railway. He offered A. B. Hammond 1/4 mile of water front as a sawmill inducement, and posted around 1000 acres of land as a surety when the Astoria and Columbia River railroad was built.

There were schools in the area but he wanted one closer to his other enterprises so at his own expense he had a couple built and gave them to the district.

THE WARREN SCHOOL

The Warren School was located a block or so behind the present post office and it was made of surfaced lumber fastened with nails sheared by hand from ungalvanized thin plate iron. Around this building County School District No. 30 was formed on 2 February 1892 by using part of the much older School District No. 2. The Warren School was graded and, as the population grew, the lower four grades were taught in a private home for a bit but then a second building was built. It was slightly larger than the first and became known as the Warren Big School and the first school became the Warren Little School. The Older students used the Big School and the younger students used the Little School.



Warren Big School



Warren Little School

For a while a 9th grade was added to the 'Big School' but when more schooling was desired, the high school students from both Hammond and Warrenton rode the train to Astoria from 1897 to 1917.

Dr. James Richmond, an M.D. from Wisconsin, was not licensed yet to practice medicine in Oregon but that didn't alter the fact that he liked to eat so he got a job teaching at the Warren Big School. Thru the window while the class was in session he saw a boy fall backward out of a cart and lie motionless on the street. His medical training asserted itself and he dashed out to help the boy but left his schoolroom unsupervised. Swelling set in and he died before long but the community was sharply divided over the propriety of his leaving his classroom unsupervised. Eventually Dr. Richmond went to Coos Bay and they were glad to have him come, indeed.

The Warren Schools had a boys and a girls privy. The boys privy was located somewhat near the edge of a small pond and the boys kept a fishline and pole stashed in the privy. Since it took an inordinate length of time for the boys to 'go to the bathroom' or whatever they said in those days --beside holding up one finger-- the teacher investigated one afternoon after school, and the secret was out.

In 1914 School District No. 30 built a two-story building and when the time came for the students to move to the new building each student carried his own books and they marched the half mile, two abreast, singing all the way.

Only the rooms on the lower floor were used at first and the high school students still went to Astoria. On 10 April 1917 high school classes started being held on the second floor of the new building. In 1919-1920 there was an average daily attendance of 22 of the 32 enrolled.



The 1914 Warrenton Grade School/High School

Hammond School District No.6 was apparently formed in 1859 but no date was found for the erection of a school building. They eventually added grades 9 and 10 then, like Warrenton, sent the older students to Astoria on the train prior to 1919. After Warrenton had a high school most children preferred to walk a quarter mile from the tracks to that school than to walk nine blocks up hill in Astoria. Lawrence Rogers, a pharmacist and one of the owners of Point Adams Packing Company said that at one time he volunteered to coach the Astoria High School football team for free and that the team paid their own expenses.

Warrenton High School Curriculum in 1918.

<u>Hours</u>	<u>J. T. Lee (prin)</u>	<u>Miss Ida Wasson</u>
9:00 to 9:40	-----	English History
9:40 to 10:15	Algebra 9	English III
10:15 to 10:30	----- recess -----	
10:30 to 11:10	Algebra 10	English I
11:10 to 11:45	Geometry	English IV
11:45 to 12:00	Assembly	
1:00 to 1:40	Physics	Physical Geography
1:40 to 2:15	Bookkeeping 1 & 2	English II
2:15 to 2:20	recess	
2:30 to 3:00	Teacher Training course	Physiology
3:00 to 3:30	do	

Pupils in the teacher training course also taught ^{one} hour per day for semester in the elementary grades. Then they took an examination to obtain a certificate to teach. Graduates from Normal School were not required to take a further exam to teach as ^{those} opposed who taught "on a certificate". In emergency teachers can still teach without formal education hours and indoctrination. It is called by 'permit'

As school enrollment increased an annex of about 4 or 5 rooms and a cafeteria was built facing the Grade school. About 1950 a High School was built and the Grade School started using the second floor of the of the 1914 building. In the 1950s Hammond #6 joined Warrenton # 30 to make # 30C, the Plains already having joined Warrenton. As enrollment grew further and the 1914 building grew older, the school board had the date 1914 in bold size nailed on the building because its' days were clearly numbered.

In 1980 the 1914 building was torn down and a larger one was built on its' site. That year the students were bussed to the vacant Lewis and Clark School building on Astoria's hillside.

The Barracks building at Fort Stevens was used for District # 30C grades 7 and 8 from 1961 until the new building was ready in 1981. There was a fire in the Barracks School in 1981 that damaged the library and some of the class rooms.

INFLATION

Warrenton has had its' share of promotion and speculation. The City's charter defines the boundaries of the city as touching Matiers Addition, O'Haras Addition and Smith's Addition so these parcels were platted before the city was formed. Hope springs eternal and things were looking good for Northwest Oregon. The Astoria and Columbia River Railroad tied the mouth of the River to the Eastern rail lines. The Hill Terminals made a fast connection to San Francisco. The Port Docks were enough to impress anyone. The Pillsbury Flour Mill on Pier one was near completion and soon flour and wheat would move in volume out of Astoria on ships from all over the world. You've seen the plans of the docks that Harriman wants to build, they jut out on that vacant tide land between Young's Bay and Warrenton. And then there's all this timber. And the salmon is an undying resource. Yes, Sir! Warrenton finally has the world by the tail with a downhill pull. Riches are almost within our grasp!

So everyone who owned a cowpasture, and some who didnt, wanted to subdivide and sell lots. Build houses and sell lots. And plat the land so that the street goes right in front of this house, its' a little catty-wampas with the rest of the houses now but this is a whole new addition so its all right then. Promotion companies were organized. The WARRENTON-MONTANA COMPANY sold lots in Montana, the fact that some lots were under water and had no physical surveys didn't matter because the people can just get together and drain them in a case like that.

It took a long time to get the street corners straightened out and the streets uniformly named and numbered. In fact, they're still doing it.

TIDE WATER

Main Street at First in Warrenton is below sea level at high tide or, more specifically, it is about 8 feet above mean lower low water. The moon is the body that is chiefly responsible for the tide but other celestial bodies also exert some influence and when they happen to be in conjunction they all add up. The lowest tides are in December and the highest tides are in June. Also if a strong westerly wind blows for 2 or 3 days it blows a substantial amount of water onto the coast. All of this results in an extra high tide that has reached 11 or 12 feet above MLLW and 3 or 4 feet above Main Street. Ordinarily a 10.0 foot tide is considered high in Warrenton and any "minus" tide is considered low with -2.0 being quite low.

So D.K. in 1878 hired chinese labor to build 'hand' dikes as they are called now. They used shovels to fill wheelbarrows and baskets. There were many salmon canneries in Astoria and the lower River in those days and at each end of the season labor was available. The hand dikes weren't high, only 4 or 5 feet, and they were built in several places besides the lower Skipanon. D. K. built some along Alder Creek, one of D.K.'s brothers built some on the opposite side of the Skipanon from Main Street, and John Adair built some out by Young's Bay Plaza. The Adairs said that they were fighting the Battle of the Pacific Ocean. Many of the hand dike still exist and show plainly.

Since it sometimes rains in Warrenton, the drainage creeks can't buck the high tides so there has to be a check-valve or gate somewhere. There are wooden tide gates at 2nd and Main and opposite the Warren estate. However there are old cannery retort doors at the flood control dam on the Skipanon and there is a battery of 4 cannery doors used as tide gates on Alder Creek. The cannery doors are about 4 feet square and are hinged at the top.

Despite all this drainage fuss, Main Street was raised in height once and building permits often require land fill. Some of the older houses were built four feet above the surrounding ground for a reason,

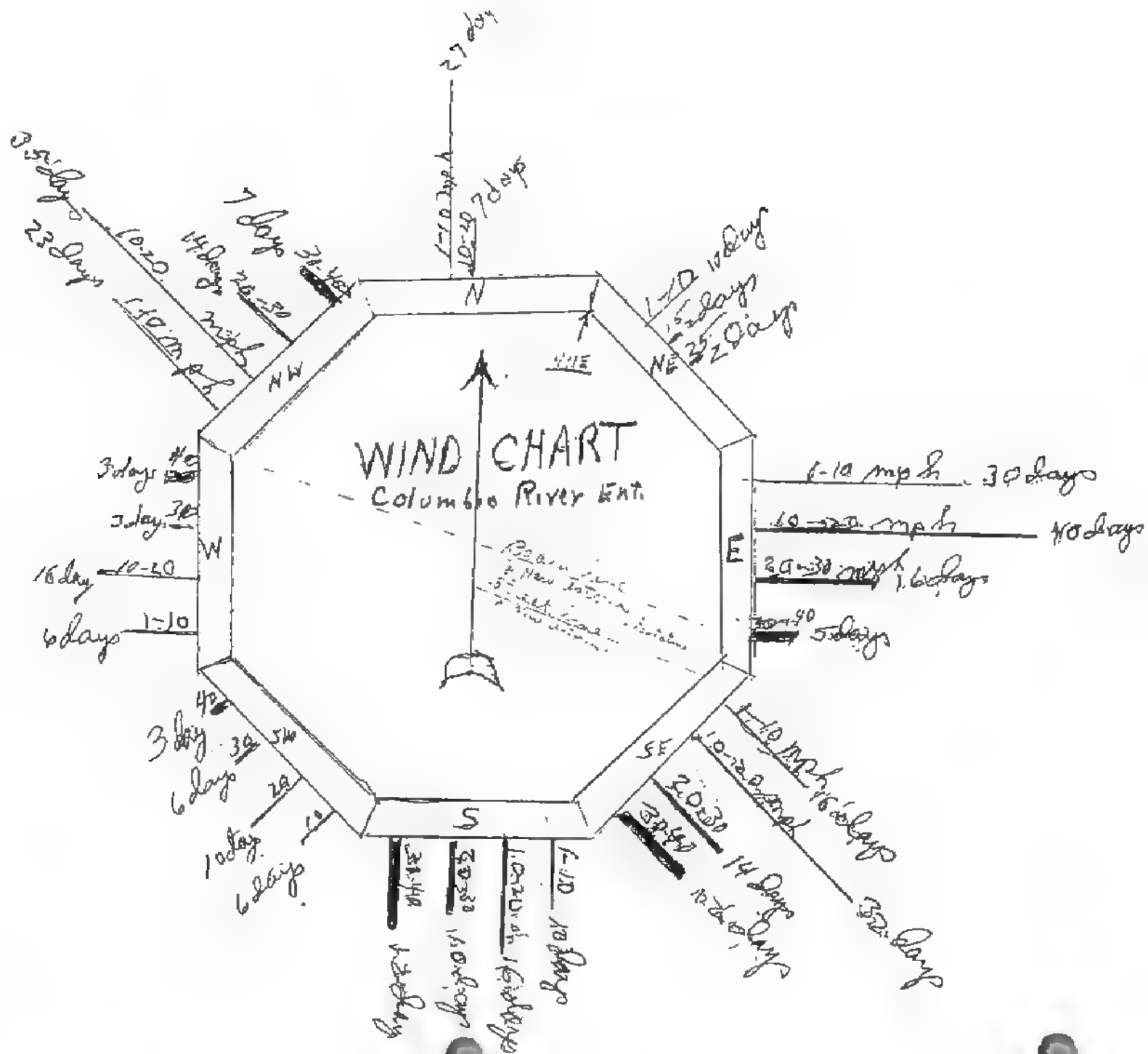
In the early 60s the Skipanon suddenly drained dry. Then in a few minutes a surge of water came up from the Columbia and filled the Skipanon so full that water over-ran the levee at 3rd and Anchor Street and the water ran down 3rd Avenue to Main Street. It was a 'tsunami, sometimes called by the misnomer 'tidal wave', from an earthquake. This quake was not felt in Warrenton but there was one in 1948 that cracked some chimneys around town so its intensity might be guessed to have been 2 or 3. Another one happened in Warrenton about 1954 but was mild though it was definitely felt.

However meteorologists in 1990 say that because the Pacific tectonic plate has been sliding under the North American Plate for a long time, we are overdue for an adjustment or earthquake. If we had a major earthquake in Warrenton gas lines, water mains, electric power lines, sewer lines, telephone lines, chimneys, masonry buildings, bridges and maybe even highways would all be disrupted. One-piece, reinforced concrete and small wooden buildings on proper foundations seem to withstand earthquakes best; masonry buildings fall apart the easiest. Some authorities advise us to store 5 or 10 gallons of potable water beneath our house. The Columbia River cannot be drunk unless it is boiled and we won't have any way to boil it. The fire department trucks would be too busy to haul water.

Ordinarily Warrenton has mild weather the year around. Seventy five degrees is a warm summer day and 85 degrees is downright hot. Some winters have no frost but a half week of temperatures in the 20s is not uncommon. A car should have antifreeze in it good for at least 10 or 15 degrees.

In 1886 the temperature got down to zero and in 1887 it got down to 2 below. There was 4 feet of snow in Astoria in 1886, 1887, and 1888 and people walked across the estuary on the ice in those years. On rare occasions there are white caps on the estuary and sometimes the white-caps are a little hairy.

Local automobile drivers who are at all cautious and conscientious do not drive their cars on the ocean beach because the salt water rusts out the rocker panels. None the less, tourist cars practically parade on the beach. One group of tourists bought a new car for their trip west. Upon arriving here, they drove their new car right into the surf and gleefully sponged off the road grime.



THE BIG DITCH

The land on the Plains north of Culloughby Lake was once rather swamp-like and on 26 Jan 1892 Silas Smith drew up an agreement for a drainage ditch for certain ones of the swamp owners.

The ditch was to be 6 feet wide at the bottom, 10 feet wide at the top, and of a depth to allow continuous drainage northerly into the Skipanon. A thread of a ditch already existed and this enlargement, not surprisingly, came to be known as the 'big ditch'. It benefited several properties and the cost was to be pro-rated between them. Parker West was killed when a cable snapped during the clearing.

M. M. Goodwin	82 acres	James and Esther Tayler..	90 acres
Josiah West.....	21 acres	George ^{his} Mark Roberts	6 acres
D. F. Stafford.....	24 acres	Silas B. Smith.....	4 acres
Auren A. Stafford	72 acres	R. W. Morrison.....	10 acres
H. S. Lyman	10 acres	E. P. Callender.....	40 acres
Clara Houghton.....	68 acres		

In the presence of

May H. Smith

W. T. Morrison

R. W. Morrison

Mary E. Carrothers

G. Wingate

Mary Wingate

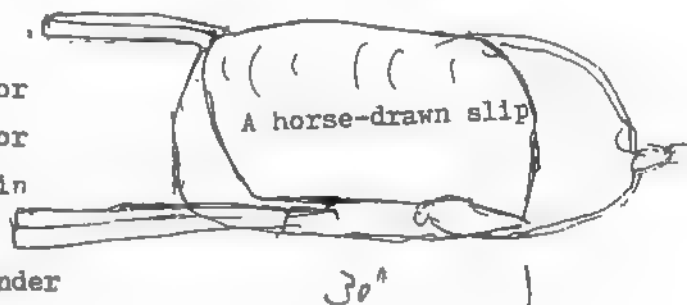
James Taylor

Esther Taylor

M. M. Goodwin

H. Carnahan

E. P. Callender



The owners were to meet once a year at the Town Hall of the Town of Clatsop to elect a Board of Trustees for the coming year to handle affairs in the interim. The trustees selected Richard Harry as Engineer in Charge and C. W. Carnahan to do the excavation. We can surmise that Carnahan used horse-drawn slips to excavate dirt after he cleared the crab apple, rose bushes, and alder trees from the right of way.

The Big Ditch was dug alright and is still very much in existence. It is 5 miles long and joins Cullaby Lake with the Skipanon. The Skipanon used to start in a swamp thru which Old Skipanon Creek meandered. In former days environmentalists knit their brows about flood control but nowadays they knit their brows and purse their lips about conserving wetlands.

Later some logs were shot (chuted) from Cullaby to the Skipanon in the Big Ditch but we don't know if its' use produced revenue or not.

The Big Ditch runs behind the High School, under a bridge on the "cut-off" road, and into the Skipanon about a block or so above the 1858 house. For flood control a dam, with tide gates, was built in the Skipanon about 4 blocks downstream

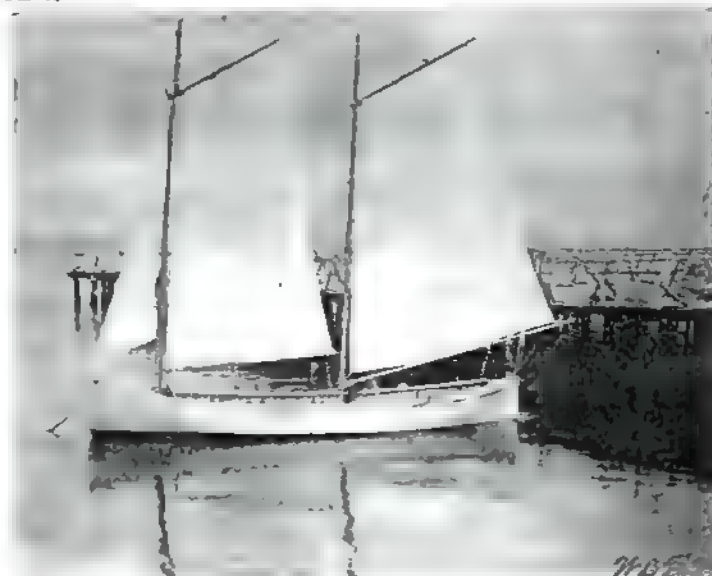
from the 1858 house. Boats can't sail up the Skipanon to Yellowbank any more. There are also some other flood control dams on the Big Ditch and they are maintained by a flood control district. The district also keeps the Big Ditch in maintenance and free of brush. The Big Ditch has several feet of water in it as it flows past the High School and Larry Ballman's High School biology class hatched salmon eggs and released fry in the Big Ditch.

The Big Ditch is not drawn on most Metsker maps. It has steep banks and is an unsafe playground.

An interesting possibility suggests itself: The great Red run in Bristol Bay in Alaska hinges upon the Kvichak River flowing out of Lake Iliamna, also, the Snake River joins with Redfish Lake Basin in Idaho making the chain of ocean, river, and lake that is required for this fish, which is called red, sockeye, and blueback. It's a 900 mile swim from the ocean to Redfish Lake but the Kvichak River is rather short.

But here in Warrenton we have Cullaby Lake some eleven miles or so up the Skipanon from the brackish estuary. The fish are said to spawn in the lake, not in the tributaries, and the fingerlings to spend one to three years in the lake before going to sea to gorge themselves on shrimp. After two years in the ocean they return to spawn and die. Apparently all salmon put on growth in the ocean and none grow large in fresh water.

Could we plant fingerling reds in Cullaby Lake? Is there enough water flow for them to find their way out to sea? Could we fight off the hordes of poachers at the Big Ditch? Could we maintain enthusiasm for five long years for a trial? Can the certain vandalism be controlled? Is it all worth it? But remember, all of our fishery stocks are dwindling, sockeyes are a choice fish, and cant is a dirty four letter word.



Gill Net Boat Under Sail

ASTORIA AND SOUTH COAST RAILWAY

When Portland became the railhead in 1883, everyone here at the mouth wanted a railline from here to Portland. Railroad talk in this area had started in 1883 when Washington's Territorial Governor had ordered some surveys made of possible railroad routes. This whetted interest and Oregon's territorial legislature incorporated four companies to build short lines in Oregon. These first attempts didn't progress to physical action and scheme after scheme died on the vine. Then some short lines were built in the Willamette Valley.

Astorians wooed the successful railroad builders such as Gaston, Holladay, Huntington, Reid, and Villard. There was overmuch speculation and hasselling about routes, subsidies, and rail guages. Huntington was president of Southern Pacific and those two names were used interchangeably when making railroad talk.

When the Astorians couldn't get an accomplished railroad builder to make a road for them, they made a stage whisper of a hint of a local subsidy to help finance the railroad and this brought out a swarm of promoters who were out to make a fast buck. Huntington, the S. P. prex was skeptical about the economics of a railroad from Portland to Astoria because he thot that a ship could go up the estuary to Portland cheaper than several trains could run up and down the shore. He had experience and he knew what he was talking about. Today a freighter will not stop at Astoria for a mere carload, it's a full ship or nothing. In Alaska 6000 to 9000 ton ships do touch port for a single carload, however.

The local people here knew full well that they didn't have the resources to build a railroad to Portland at \$ 20,000 a mile but they reasoned, speciously, that the opportunity was great and if they could get the first section built they could then turn that section over to a builder to build the remaining sections.

On 11 August 1888 six men: James Tayler, J. W. Conn, M. C. Crosby, E. A. Noyes, M. J. Kinney, and A. J. Megler signed articles of incorporation that created the Astoria and South Coast Railway Co. for the purpose of building a railroad from Astoria to Tillamook and to Fort Stevens, to use ferry boats, to sell real estate, manufacture lumber, mine coal, and to operate telephone and telegraph lines. The capital stock was to be 750 shares at \$ 100. each.

These people probably knew how to do business all right but it must have been trying times and there does not seem to have been harmony among them. The published accounts of events do not all agree and there was bitterness among the men.

By years end the Board of directors had been replaced and the directors now were: J. Q. A. Bowlby, Alfred Kinney, Brenham Van Dusen (secretary), Hiram Parker, D. K. Warren (president), Isiah Case, James Taylor, and E. Grimes.

Money-crunch probably was the acute reason for this reorganizing. Also, they had learned a lot and some of them were probably glad to get off the board. The \$ 75,000 hadn't lasted very long when they started building railroads so they set capital stock at \$ 500,000 this time. However they also scaled up their plans by aiming for the Willamette Valley instead of Tillamook; and wrote down ocean liners instead of ferry boats.

These directors hired Henry B. Thielson as Chief Engineer and Superintendent. He put a crew of men clearing right of way and they were building a grade by December 1888. By March 1889 they let out a bid for ties and on 5 April 1889 they completed negotiations for the purchase of a locomotive and some rolling stock. Three weeks were required to run the locomotive out to Oregon but we don't know the arrival date because a train crew from the A & S C had to journey back east to get it.

On 11 May 1889 the first spike was driven. But on 22 July 1889--for the third time in less than one year--a new Board of Directors signed amended Articles of Incorporation. William Reid (president), Frank Taylor, D. K. Warren, J. W. Case, E. P. Thompson, C. W. Fulton, D. Morgan, J. S. Conn, and M. J. Kinney.

Now they launched a campaign for funds by selling stock and in this they were quite successful. Some of the larger purchases were:

Guaranty Subsidy Co.-----	\$ 400,000.	C. W. Fulton-----	\$ 10,000.
Col. James Taylor-----	66,666.	A. L. Fulton-----	10,000.
E. A. Taylor-----	33,333.	J. A. Fulton-----	10,000.
I. W. Case-----	25,000.	F. L. Fulton-----	10,000.
Elmore Sanborn & Co.-----	25,000.	John Fox-----	10,000.
Van Dusen Investment Co.--	25,000.	Norlan & Thompson-	10,000.
Ben Young-----	20,000.	T. O. Trullinger--	10,000.

There were long lists Of people buying small amounts of stock. At times people bought stock in partnership and some people gave Right of Way in lieu of cash. It was common when granting Right of Way, either for shares of stock or in outright sale of the Right of Way, for the grantor to demand a 'flag stop' at his residence, and also drainage culverts, cattle crossings, cattle stops, fences, and stiles.

By December 1889 they had 1000 men clearing land and building a grade. However not once in all this search has any mention been found of ballast or gravel to top the grade. They seem to have only scraped up some earth with horse-drawn slips and Fresnoes and laid ties without rock or gravel. The grade started at Fort Stevens and progressed south. The nearest rock is in Astoria, or Seaside or Youngs River Falls and there was no transportation from those places.

The A & S C railroad grade still exists most of the way from Fort Stevens to Seaside altho it was beefed up several times by the A & C R, the S P & S, the Burlington Northern, and the Army engineers. Flimsy is the word that railroad professionals would use to describe the A & S C grade. Most railroads have a grade of several feet in elevation, but the A & S C grade is only a foot in places. And it rains in Warrenton.

The Locomotive was purchased from the Le High Valley Railroad, which is in eastern Pennsylvania, but The engine and the rolling stock were in Pittsburg. The engine was a woodburner and bore the number 26. We do not know the name of the shop where the engine was built, or whether the 26 is a shop number or a road number. Two A & S C men brought her out with the 23 pieces of rolling stock, and they would have had to buy 4 foot cordwood along the way for fuel. Wood burners were fairly common prior to 1900.

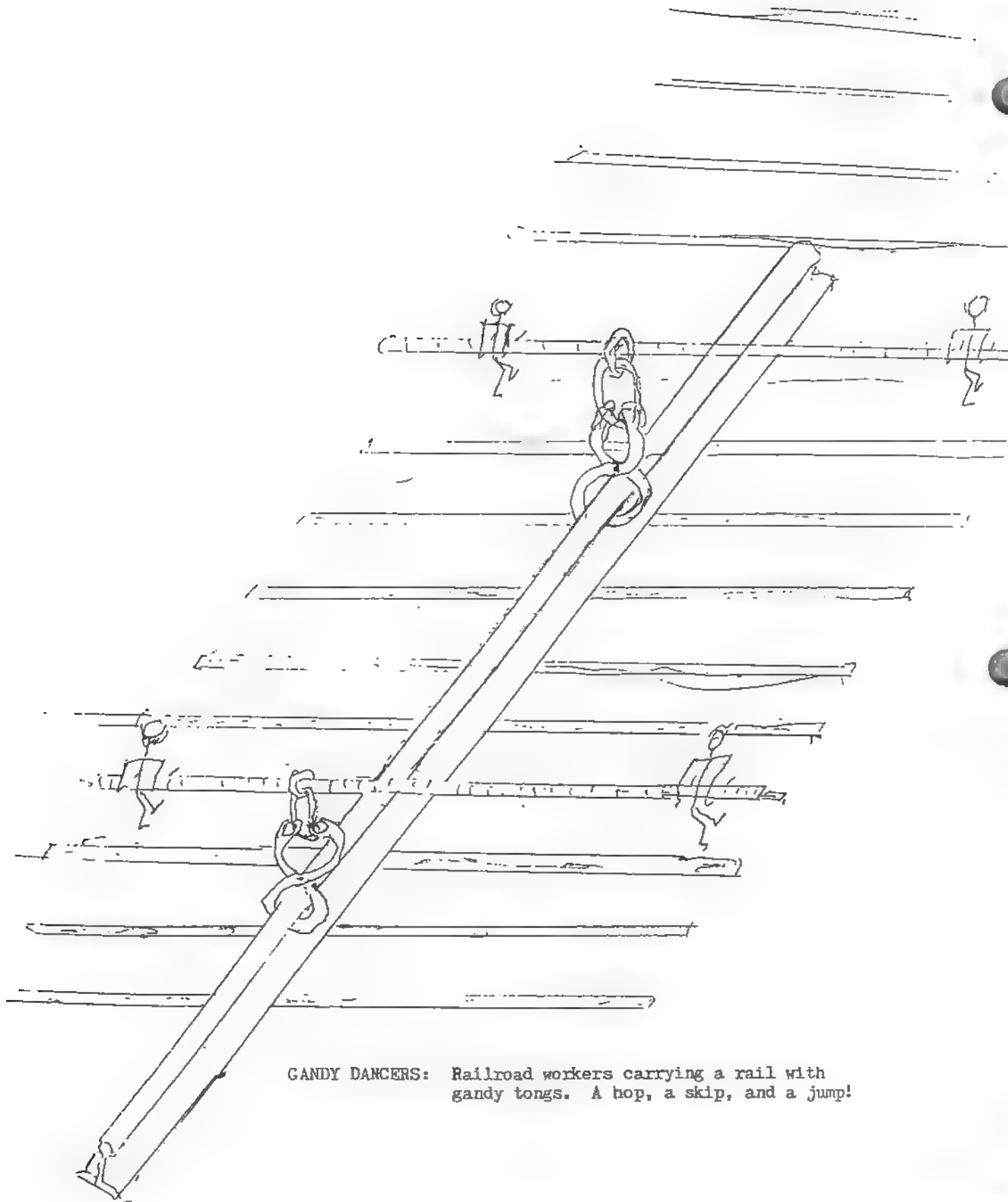
They had to use the tracks of other railroad lines so they would have had to wait for long periods of time for clearance. When they got to Portland, the train would have to be loaded onto a scow fitted with tracks and pushed by a steam tug to the track on the trestlehead on the west side of Youngs Bay. There it could be unloaded at a tide of the proper height.

A flat car and the locomotive were necessary for hauling steel rails out to the end of track when building the railroad. The engine pushed the car loaded with rails ahead of it to a point where the 'Candy dancers' could carry them to the final location. The rails probably were not hauled clear across the U. S. by the woodburner but they could have been brought in by ship as the A & C R rails were.

Then in May 1890, according to Harvey Scott History of the Oregon Country v.4 (1924), the Directors had had enough of dealing with Reid and wished to part ways. However Reid and Huntington had shaken hands and signed a Letter of Intent for Southern Pacific to build the railroad from Astoria to Portland. Under this agreement the directors were to advance \$ 200,000. and to pay off their debts of \$ 175,000.

The Directors could raise the \$ 200,000. all right if it assured building the railroad but they wouldn't do business if Reid was involved. However if Reid was not involved, then Huntington said he wasn't going to be. If Huntington was not involved, then the Directors wouldn't put up the money. And with that all plans came to a screeching halt and work on the grade stopped.

The rails had been laid as far as Seaside. The A & S C had debts to pay, had no revenue, had no credit, and sales of stock vanished. They owed money everywhere but the creditors had been patient as long as things were progressing but now patience was worn thin. The machine shop where No. 26 was reconditioned had to have theirs--NOW.



GANDY DANCERS: Railroad workers carrying a rail with gandy tongs. A hop, a skip, and a jump!

So the Astoria and South Coast Railway was sold at sheriff's sale on 26 Feb 1892 Court Order 18 Jan 1892, Judgement Roll 2263, Mortgage Book N, to H. C. Thompson and Frank Fulton in one parcel in the Town of Warrenton--sic! The 'one parcel' consisted of the Right of Way, track, locomotive, 23 coaches and flat cars, shops, structures, and bridges; Deed Book 25 page 42. No description of the parts of the parcel was given since it was the only one in the County.

There were two or three attempts made to reorganize the defunct railroad and the names Portland Nehalem and Astoria Railway, and Astoria Seashore and Eastern Railway were used but they couldn't breathe life into the line. It was a lost cause. One of the attempts was to build a line to Hillsboro. The line was to go between Green Mountain and Saddle Mountain. But there is a hogs back running between the two mountains and work was started to tunnel thru this hogs back. However as usual they ran out of money so they dynamited the tunnel to close it. The site is a popular spot for hiking groups like the Angora Club.

When the Railroad was sold at sheriff's sale, a Skipanon man rented one of the hand cars from the new owners and pumped the hand car from Seaside to Youngs Bay carrying parcels and some passengers.

An interesting legal entanglement occurred with the demise of the railroad. On the very day that the Railway was siezed, some cordwood was being delivered to the yard for fuel for the woodburner. Question: Does the cordwood belong to the woodman or to the assets of the bankrupt railway?

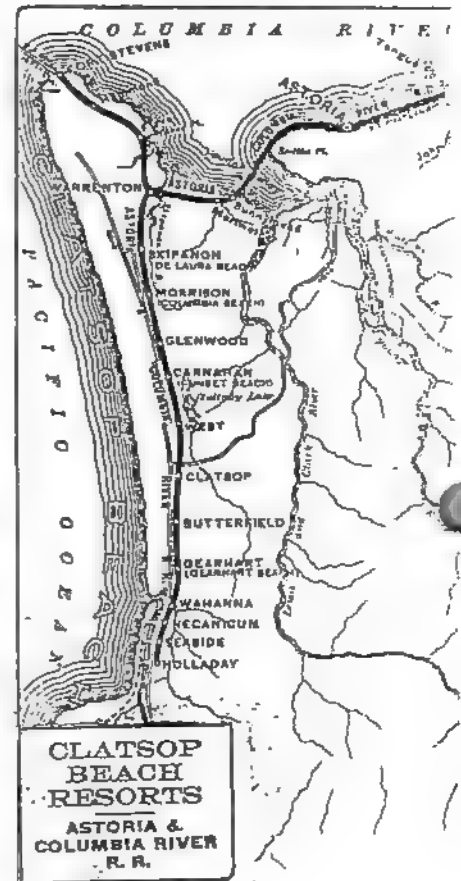
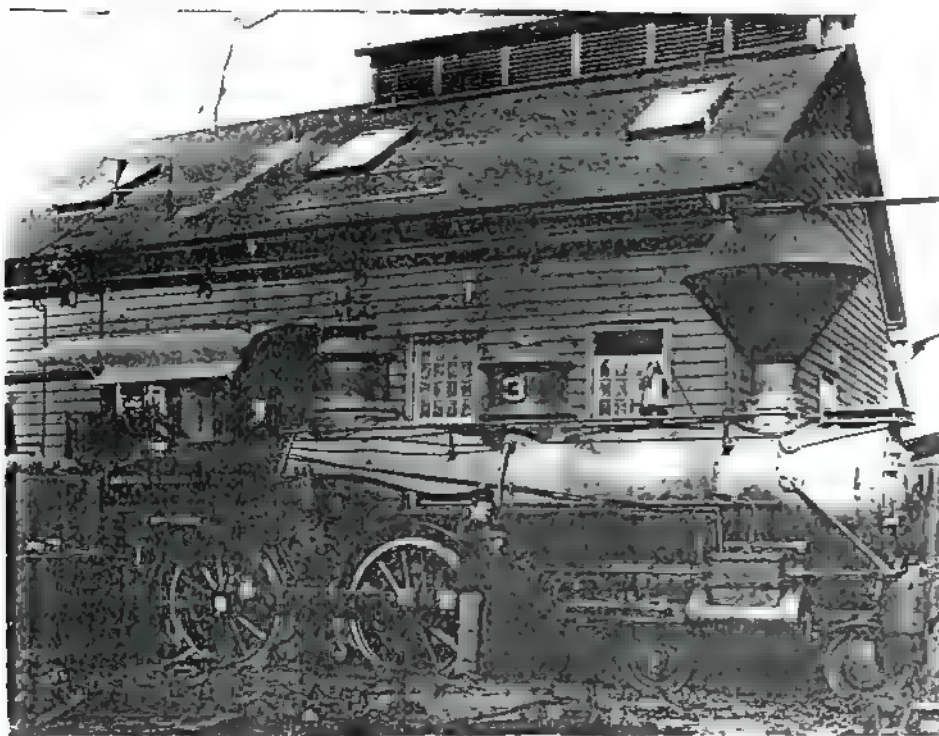
Old 26 was around for quite a while. When the A and S C went broke, Earl Stoner, who was the hog, leased the train and ran a schedule to Seaside for a while. Part of the time Bert Callahan fired for him and part of the time aman named Bartholmew did the fixing. They hauled lumber from a mill in Seaside to a dock at Flavel and got every 5th load instead of cash payment. The A & S C had neither a triangle-turn-around nor a turntable so they ran the engine backward on the return trip. However it was noticed that lumber seemed to disappear from the stack on the dock at Flavel so they hired Hiram Gray, an older man who lived at Flavel, to be night watchman. Then soon afterwards lumber was again missing. More importantly, Hiram Gray was also missing and was never seen again.

Box cars in early days were far smaller than those of today. On the small cars, a brakeman would walk down the top catwalks, that extended the length of the car, and jump from car to car. Then, if so minded, he would grab the roof-edge with his hands, swing down and enter the car door. He generally carried a Billy club and he would shake down the hoboos in the car for anything they had. Then he would sieze the lintel of the car door, throw his legs over hishead to the car roof, and proceed down the train top.

The A & S C had some of these small box cars and they sawed 4 square holes

on each side of one car and nailed house windows over the holes. They used wooden benches for passenger seats. Lawrence Rogers said that the benches were fastened around the walls of the car and he spoke with conviction but it is not known what the source of his information was. The roof of this 'day coach' leaked like a sieve.

In 1895 Engine No. 26 was in the lime light again. It was the center of ceremonies as they started to build the Astoria and Columbia River Rail road from Astoria to Goble. They used it to deliver rails when working on the ocean end of the track. Pictures of the A & S C train are scarce as hens teeth but there are many pictures of the Astoria and Columbia River RR.



Oregon Historical Society.
Photo

049201
91-C-S

The Astoria and Columbia River Ry. used woodburners too. As can be seen, the diamond stack, The cordwood fuel car, and the Astoria & Columbia River name are all in one picture. Coal burners had a short straight stack, whereas wood burners had to have a large, area-wise, screen in the smoke stack to intercept burning charcoal.

Rail roads change. At least in 1896 it was called the Astoria and Columbia River Ry. Then in 1905 Hill bought the line. On 1 March 1911 the Spokane, Portland, and Seattle Ry. bought the line. In 1973 the Burlington, the Northern Pacific, and the Great Northern all merged to become Burlington Northern and they absorbed the S P and S. Then Seaside was a money loser and railroads were shortening their lines so Seaside was dropped. Next they

dropped off Warrenton. In 1990 the train stops at Goble but if there is a freight movement, a switch engine from Astoria makes the trip.

The Astoria depot is a museum now. The turntable in Astoria is overgrown with weeds. The rails and ties in Warrenton are all removed. The 4-stall 'round' house in Astoria has become a mill pond. The turn-table that was near the depot was not used for the engine barn but was used to turn engines end for end to return to Portland. It was turned by hand--many hands! Lloyd Howell, a second generation railroad man, has written local railroad history.

A car barn was built in Warrenton for the Astoria and Columbia River Ry. It had 2 stalls and was situated on the site where Warrenton's sewerage lagoon is presently located. It burned at night on 5 August 1903 and destroyed Engine No.4. It is not known when it was built.



When Dick Baldwin first arrived in Warrenton via S P & S in the late summer of 1935, he asked the conductor "Which way is the center of town?" The conductor replied "You're in it. This is it". So Dick rephrased his question. "Well! Which way is the school then?" The conductor told him "Down that street 4 or 5 blocks and to your right. Can't miss it. Are you a school teacher?" Dick allowed that he was and the conductor said "Welcome Aboard! I'm Chairman of the School Board". Dick had been hired to teach the 7th and 8th grades and be principal. Warrenton had a population of about 1000 then but it was growing fast.

The last scheduled passenger train was in January 1952.

FLAVEL HOTEL

On 1 September 1890 4 men, Sam H. Brown, L. B. Seeley, N. G. Reed, and E. L. Dwyer, incorporated the Flavel Land And Development Co. One of them seems to have been a Boston financier and the rest were local.

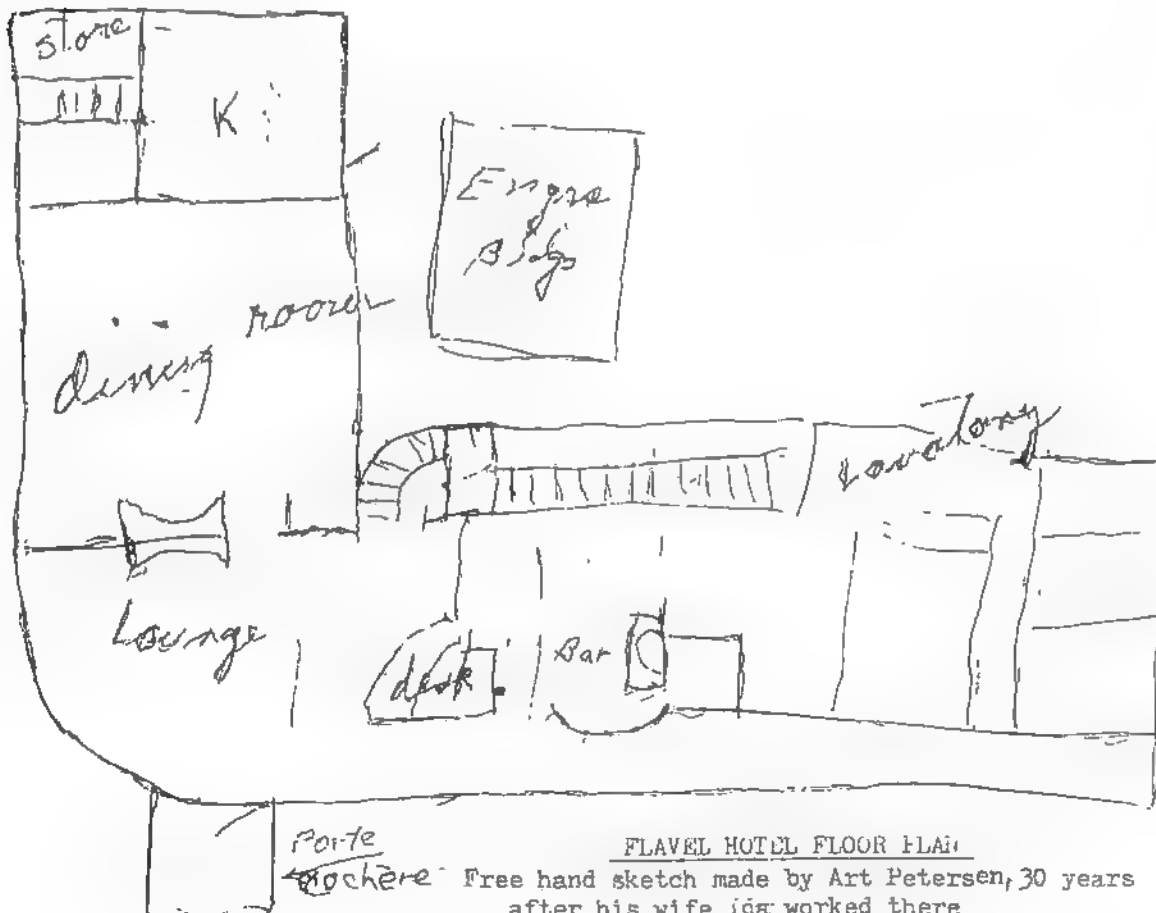
Because of its' deep water, Tansy Point had long been a notable location for shipping, and on a nearby knoll there was a sweeping and spectacular view across the estuary to Astoria. Astoria had gas lights then but even so they twinkled on a frosty night. Beyond the view, a rail line was being built thru Flavel out to Fort Stevens.

When all these assets were totalled, it was seen that Flavel was an excellent place for a resort hotel--a hotel with a potential for being a steamship terminal.

It took a while for the 4 men to get their act together--legal, financial, real estate, architects, contractors, and details unending.

Flavel was platted and recorded on July 2nd and July 9th 1896 (it would be vacated 18 July 1949 in an attempt to get the land back on the tax rolls after the Depression).

The street now called 14th Street N. W. was called Ohio Street then. Frank Harte and Ralph Beckett were the building contractors for the hotel.



The Flavel Hotel had its' grand opening in 1897. The ground floor had a lounge, kitchen, dining room, bar and the necessary support rooms. Entrance was by a canopy-covered carriage door which they called the Porte Cochère because the French name gave it elegance. Actually few people came by carriage since virtually all patrons came by train or by boat. There was a dock where building materials were unloaded. There was a row of small stores on the water side of the railroad tracks and a covered walkway led from the dock and the tracks up to the Hotel.

The Hotel was ell-shaped and in the elbow was a separate building that housed the wood-fired hot-water furnace that heated the building. With no access for fire wagons, even if there had been some, it was a wise precaution to have the furnace room detached from the Hotel. Water was pumped from wells by two windmills to a storage tank. The Hotel was only one mile from the ocean and dead calm periods are short.

L. B. Seeley's daughter, Queenie, as a bride, lived only a block or so South of the Hotel. She said that their house had a very nice bathroom with flush toilets.

Charles Belcher and Dan Murphy were the hotel managers and they ran the saloon and restaurant. There were over 30 people living in Flavel in 1915.

The 2nd floor of the Hotel was mainly used for guest rooms but there also was a large dance hall that had a floor made of 2 by 4 maple. On a wall in the dance hall there was a conspicuous brass plate about 8 inches by 36 inches that bore the inscription

LADIES AND THEIR ESCORTS ONLY

It is not known to which sex the inscription was directed. Probably, " If the shoe fits, Wear it "

The dining room had a walnut wainscoating and a full-size crayon drawing of Captain George Flavel.

Jay Coffee said that in his youth he delivered meat to the Hotel from his father's store in Warrenton. The road from Warrenton to Flavel was not in the place where Warrenton Drive is now but rather it ran adjacent to the railroad tracks and on the west side of those tracks. The road was unsurfaced and Jay said that in places the road was a fright with water clear up to the horses bellies. That old road was obliterated when the W.P.A. put in the levee along the river and only the 100 foot section at the Alder Creek tide gates remain.

Not long after the opening of the Flavel Hotel a plank road with 2 planks for each side was built northward from Warrenton as far as Flavel. It was made of two 3 X 12 planks for each side of the wagon while the horses splashed down the middle. People used a lap robe to guard against mud-splash in those days. As for street lights, they were off in the future.



Hotel Flavel



Hotel Flavel - Bedroom



Check-In Desk in Lobby of Hotel Flavel



Hotel Flavel Dining Room

Mayor: C. E. Ford
 Auditor and Police Judge:
 T. S. Jewett
 Attorney: Frank Spittle



COUNCILMEN:
 R. Falconer, John Oman
 B. F. Coffey
 J. H. McDermott, Alfred Carls

TOWN OF NEW ASTORIA

New Astoria, Oregon 1-16 1914

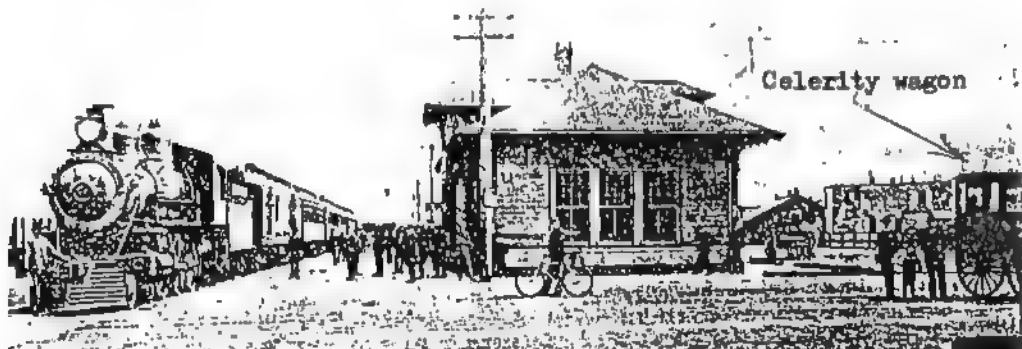
C. H. Boland



Capt. Robert Gray



FLAVEL, COLUMBIA RIVER
 Docking Point of A. & C. Great Northern
 and Northern Pacific Where Con-
 nection is Made With North
 Bank Terminal



Celerity wagon

A&CR No. 17 arrives in Astoria from Portland, met by the Parker House bus. March 17, 1905.

The float, down on the river, was still there when the Hotel opened. It had been used to unload building materials but the guests used it for a while. In April 1914 it was replaced with a dock.

James J. Hill, chairman of Great Northern and Northern Pacific could see an opportunity to compete with Southern Pacific for the Pacific Northwest-to-California passenger trade. Union Pacific was also in the competition having some small passenger steamers named the Bear, the Beaver, and the Rose City that plied between Portland and San Francisco.

Then in 1914 Hill built a huge deep water stream-side dock in front of the Hotel where the float had been. Also, two passenger liners built near Philadelphia and were named after the railroads, the Great Northern and the Northern Pacific. They were sister ships, 524 feet long, 12,000 tons, and they could reach San Francisco in 24 hours since they cruised at 24 knots. When the assistant purser went thru the ship singing "All ashore that's that's go'n ashore", 900 people didn't get off, they were passengers. During the Panama-Pacific Exposition in the summer of 1915 the ships were a howling success but after that patronage fell dramatically and the Flavel to San Francisco passenger lines just stopped. The two ships were sold to the government at bargain-basement prices and were used as troop carriers in WW 1.

The warehouse and the dock were used for a salmon cannery by Barbey Packing Company somewhat later, and still later a pilchard reduction plant was located there.

Edward Harriman was a financier who gained control of the Union Pacific Railroad. Altho he died in 1909, apparently it was hoped in Warrenton in 1913 that the Harriman interests would also build a steamship terminal in Youngs Bay. Some maps in the newspapers of the day show a proposed Harriman Terminal jutting out from the airport into Youngs Bay.

When the Flavel Hotel wasn't needed as a passenger terminal any longer it fell into disrepair. The Wendlands lived there for a while. Walter and some of his brothers had quite a bit of Flavel acreage planted in peas. Their sisters, Ida and Camellia, married a couple of Petersen brothers. Ida was a nurse and delivered a baby for a Mary Hunt in one of the hotel rooms during the Great Depression. Walter said that when the County fairs were held at the Port Docks, a prize was given to the person raising the longest pea vine. He rowed across the river and found a cedar pole in the drift wood on the river beach. Then with the pole and lots of TIC he won the prize with a 27 foot pea vine.

As the building fell into still further disrepair, and was siezed by the Cuntly for non-payment of taxes, the County Commissioners offered the Hotel to any one who would tear it down. A group of men in Warrenton dismantled the building and used the lumber to build an Odd Fellows Hall in Warrenton between the railroad tracks and Main street on 2nd avenue. A small building was floated in on a scow and placed at Harbor and Main but it was little used. Much the greater portion of the salvage materials were sold in Astoria and Warrenton. Some of the materials were of high quality.

One small concrete block was found on the hotel site in 1980but nothing else.

In 1986 the Martin Nygaard Logging Company pumped river dredge spoils on the hotel site and covered it with 8 feet of sand for a log sort yard. So the Flavel Hotel is quite gone. In 1992 a hotel and conference center is being considered for construction at the Hammond Mooring basin at an estimated cost of 25 Million so it should be quite a shanty. In the Point Triumph Condominium complex in Hammond in 1990 there are 5 buildings and each condo has 4 apartments.

More or less chronologically at this point, aquarantine station was constructed across the River in Washington at Knapton, 3 miles east of Megler. Immigrants entering the U. S. by boatand bound for the immigration station at Astoria were held at the quarantine Station until they were considered safe for entry whenever a contagious disease occurred on the passage ship.

In 1887 Bartholomew and Rachel Kindred sold 3.3 acres of land from their 1844 Donation Land Claim to the U. S. Treasury Department for use as a Life Boat Station. The Station had boats, equipmnt, a launching ramp, and quarters for the personnel. The boats were man-powered, were stored on 4 wheeled wagons, and required several pairs of oars-men. See picture on page 67. The rescue of people from ships at the Columbia River Mouth is recounted in the book "Pacific Graveyard" by James Gibbs, Binford and Morts 1964.

The Point Adams Life Boat Station evolved into the U. S. Coast Guard Station and that was decommisioned in 1967. The facilities are used by the National Marine Fisheries Service for their Point Adams Biological Field Station in 1990.

By 1910 the people of warrenton had many things that they were thankful for. They had a train to Astoria and Portland, they had mail, express, and freight, and they had plank streets in some parts of town.

But water was a big something that they didn't have. There were some wells but it seemed to be necessary to go deep in Warrenton to find good water. Jake Bosshart's well was 187 feet deep and his children had to take turns cranking the windlass just to get a single bucket of water. Imagine what bath-day and the day for washing clothes was like. Later some people in Hammond used well points for water. A well point is a two-foot section of perforated two inch pipe covered with 100 mesh screen. The short pipe had a pointed end and was threaded onto a longer pipe that was hammered into the ground.

However the usual method of getting water was to have a rain barrel under a roof downspout. With this in mind we can understand the dry humor of the sage who said that Warrenton's rainfall was 'adequate'. Once the water was in the house, that which came from a down spout barrel had to be decanted and strained to get the wind-blown sand and road dust plus the mosquito wigglers out of it. Of course in those days of no 'milking parlors' all farmers strained the milk from each cow thru a cotton cloth to get the mud and cow hairs out before selling it--and yet some people even today prefer to have raw milk to pasteurized.

Some houses had a kitchen range that had a rectangular cast iron water tank on the distal end of the stove from the cast iron fire box. The house wife would lift a hinged lid and dip up hot water as needed around the kitchen. Since the kitchen stove was also used for space heat, the water tank was kept at about 140 degrees.

When baking, the house wife would lick her big finger and smack it quickly on the oven door. With experience she could judge if the oven was hot enough, say 325-350 degrees, to bake bread. And the bread wasn't burned on top by the glare of any red hot electric elements.

Above the cooking surface on the stove stood a metal cabinet that had compartments fitted with doors. The cabinets were used for drying some food or parching grain for hand grinding.

For bathing the usual way was to put a round galvanized washtub on the kitchen floor, pour in water heated on the kitchen stove, and step in. Some times people sat on a chair with their feet in the tub and a wash cloth in their hand.

Some people made a small narrow bath tub by nailing galvanized sheet iron to two short upright planks that were rounded on the bottom end.

There also were commercial zinc bath tubs but zinc forms an insoluble compound with soap and zinc bath tubs were difficult to clean. Some people used vinegar. A soap of sorts was made by boiling fat in lye water according to a recipe.

Bathing was not widely practiced in the middle ages probably partly due to the lack of facilities and profuse use of cheap perfume was substituted. Gradually physicians and hospitals introduced bathing to domestic life. The Saturday night bath was apropos of Sunday church.

For laundry in Warrenton, a 'wash tub' was placed on two chairs that faced each other. Then with clothes and water in the tub, the long suffering house wife would rub the wet, soapy clothes up and down the corrugated glass of a 'wash' board'. Then the clothes would be wrung somewhat by twisting and hung outdoors on a wire line with notched wooden clothes pins. The wash water had a mild blue dye added to it to make white clothes appear whiter.

The knuckles on milady's fingers, just below the finger nails, were generally blistered and skinless after this ordeal. To iron the dry clothes, a sprinkler bottle was used to moisten them. One of two sad irons was used alternately to iron them, one heated on the stove while the other was being used.

ELECTRICITY

Astoria had producer gas before it had electric power but the gas had a bad reputation and people were fearful. Around the end of the century the Trullinger sawmill, located on the edge of Union Town, on the up-river edge, drove a small generator with one of their steam engines. They probably made direct current and they used the electricity to light the sawmill. This worked so well that wires were strung from ridge pole to ridge pole of a few neighboring houses to give them electric lights.

In these early years the question of direct current versus alternating current was most unsettled, but alternating current eventually became used universally ashore because of transmission problems. Direct current is still used on boats because lights can be used from storage batteries with out running the generators.

John Corse Trullinger operated the electric generators from his West Shore Mill for a while and then set up the West Shore Electric Light Company in 1887. Six years later he sold his Electric Company to the Northwestern Electric Company and before long that became Astoria Electric Company. Astoria Electric built the sawdust fired steam electric plant on the shore of Youngs Bay and that turned into Pacific Power and Light Company in 1910. Within the next ten years most of Clatsop County was electrified.

Astoria had kerosine street light at one time and altho Warrenton never had kerosine street lights, Warrenton used kerosine for domestic lighting prior to 1914. At dusk some one would get out the lamps, fill the reservoir at the bottom with coal oil, trim the corners of the wick with scissors,

wipe the soot from the inside of the chimney with newspaper, light the wick with a wooden match, and replace the chimney. The chimney sounds like a very simple thing but it took centuries to discover that it would give a brighter light, wouldn't smoke, and wouldn't blow out. If it were a lantern, the glass chimney was called a globe. Another lighting device was the gasoline lamp. Gasoline was blown up under mild pressure from a reservoir in the base, thru a heated tube, thru an orifice, and finally it burned inside of one or two fragile little cloth sacks that had been steeped in a salt of cerium, probably the carbonate. These cerium mantles gave a brilliant white light, not the dim yellow light of a kerosine lamp. When Warrenton was electrified in 1914, people rejoiced at the light that came from a 15 watt light bulb that dangled from a rubber and fabric covered 2-wire cable spang in the center of the room. Many wonderful appliances would come later but Oh, that light bulb of Tommy Edison--It's hard to beat.

TELEPHONES

Astoria had its' first telephone in 1884 when the the Sunset Telephone Company put in two bare overhead wires down two streets for 39 customers. That telephone company was bought out by Bell in 1889. The first long distance service out of Astoria was initiated in 1899 with Seaside, Warrenton, and Fort Stevens. Connections with Portland were established in 1899 over facilities shared with Postal Telegraph Cable Co. Western Union had a chance to buy out Bell but the directors didn't think that the telephone would ever amount to anything.

On 17 Sept 1899 an exchange was set up in Warrenton with 50 pairs of aerial wires with a switchboard to interconnect the lines. There were several customers per pair of wires and they used crank telephones to call each other. After every storm they had to walk the lines to find crossed wires or lines grounded by fallen trees. In 1914 Warrenton had national service.

In 1914 Hammond mayor E. H. Kuhn wanted to organize a phone company to operate from Hammond to Warrenton if the phone company wouldn't do it.

And as for electricity, Flavel received electric power from Pacific Power and Light before Warrenton did. James J. Hill, the railroad tycoon, was out to make a go of the Flavel project. So he came down to the coast with several news hounds in his private railroad car. The schooners that sailed across the bar were pushed by hand and not by the wind. Altho the only talking that money does to most of us is to say "goodbye", in the hands of a select few it talks with a persuasive charm. PPL built a 22 KV line to Flavel, by-passing Warrenton, A little later, power was fed back to Warrenton. Then substations were built in Warrenton, and moved a time or two. In 1916 the Plains was electrified.

WARRENTON CLAY PRODUCTS

Warrenton Clay Products Company was formed in 1917 with George W. Warren as president, C. Clifford Barlow as Secretary, and Warren Overpack as manager. Barlow was the postmaster and George Warren, son of D. K., was president of Astoria National Bank. The Clay Company plant was located between the Skipanon and the end of 7th Street and also between the Mooring Basin and the sawmill. It was made of burned clay building tile, was 3 stories high, had 2 beehive firing kilns that were separate but close by, and had a large yard to store finished tile.

The clay was hauled by wagon from a quarry near Fort Clatsop. The clay was ground extruded, and dried in the building. Clay has very small particle size, holds lots of water, and is very slow to dry. But it must be bone dry before firing. Then, the tile had a high specific heat and so the tiles were very slow to cool after firing.



The plant started making building tile but when the world didn't beat a pathway to their door, the plant started making agricultural drain tile because everyone knows Warrenton is sort of soggy. When that idea laid an egg they tried making paint pigments out of clay, and of course..... Millie Bosshart has a piece of fired artwork that one of the crew made while waiting for a customer.

They may have made good building tile, and they may have made good drain tile but where are the sales and where are the customers? The fact that the plant was built so near the Skipanon makes one wonder if they had a Portland market in mind.

Jeffers Garden Jeffers made some bricks out of this same clay much earlier but they weren't very good bricks. The bricks warped like the clay was too wet and the bricks were very dense. At least they didn't soak up water. His 1876 brick were marked EJJ.

So they went broke. When Warrenton Clay Products was first starting, they set up some tables and gave a free dinner to some invited guests. Governor James Withcombe was one of the speakers at the dinner and they all expounded on the rosy future that the clay enterprise had before it. The guests weren't told that only one or two per cent of new businesses succeed. And sales form the reason that most of them don't.

Clarence Kelson and the Coma brothers worked at the plant but Clarence emphatically declared that he only worked there and had absolutely nothing to do with the capitalization. Their \$ 125,000 project went down the tube. Tile building blocks were taken by those who needed them until the ground was bare.

In the teen years Warrenton's size and shape were quite different from what they are today. The Spokane Portland and Seattle Railroad Station was the center of town, lying between the drug store block and the waterfront block. The Columbia Press Building was a restaurant and adjacent to it was a hotel. The Coffee store and meat market were in buildings where the Johnson Drug Store now stands. From the waterfront block a foot trestle led to the Warren house and barn. The train brought passengers and express, some carload movements, but no ICL freight. The express was delivered by wagon by a man who maintained a livery stable of sorts at 3rd and Anchor and did odd jobs like hauling caskets to the cemetery.

A freight car inspector named Louis Mortenson was housed near the Warrenton depot. He drove by car to inspect all cars in the vicinity and to report yard inventories. A demurrage charge was made on 'lazy' cars and all cars were inspected before they went out of the yard because of the great trouble a faulty car causes on the main line. Passenger trains ran from Portland to Warrenton, Seaside, and waypoints until 15 January 1952 and freight trains ran to Warrenton until 1982. After 1982 a switch engine at Astoria went to Goble for some freight for a while and for a while the Goble switch engine did the moving. Even plywood was shipped by truck in the final days of the plywood operation. All manufacturing companies that had regular freight movements had their own siding to hold freight cars that were being worked, but for the once-in-a-blue moon customers there was a public spot, called a 'team track' where trucks could unload or load freight cars.

WATER MAINS

The worst part of using rain barrels for drinking water was that it didn't always rain. The best part was that it didn't cost any thing but its' virtues stopped there. By 1914 half the people in Warrenton were tired of drinking mosquito wiggler juice and the other half of the people were tired of drinking thin mud--even if it had some of New Astoria's scarlet fever bugs thrown in for free. They were told that they could easily control the mosquitoes by putting a film of oil on the water barrel but that didn't do anything at all for the taste. So the people appealed to the honorable city fathers. But the city fathers didn't have that kind of money in the bank. On top of that there was a state law limiting the amount of indebtedness that a city could incur to a percentage of its' assessed valuation. Then after that they'd have to find a bank that would sell their municipal bonds. The water development project would cost more money than Warrenton was allowed to borrow, but Fort Stevens needed water badly and Hammond needed water badly, and Gearhart needed water badly. So some pencils started scratching paper.

It would be necessary to have a water shed, plus the headworks, plus 20 miles of pipe line, huge valves, chlorination system, dams, labor,

contractor's rake-off, interest, and brokerage for a start. Clara Monson, first woman mayor in the U. S., said that a Ft. Stevens contract was necessary in order to finance the water project. D. K.'s heirs owned the land, probably because of the timber and the heirs wanted \$ 5000 for it--unless it could be logged-off first.

But a logged off water shed is no water shed at all because the root hairs on a tree are necessary to slowly release water and to hold mud. And mud was a dirty 3-letter word in Warrenton just then. Finally the city fathers decided to extend the corporate limits of the city in order to increase its assessed valuation. With a promotion campaign they accomplished that, encompassing Lexington, Flavel, and enough more land to add up to 14 square miles and the necessary valuation. There were some lawsuits. There may also have been some quid pro quo (this for that) pressure put on New Astoria to join up, and that may be where Hammondites got started calling Warrenton the Octopus to the South and other uncomplimentary names. In 1914 New Astoria was in the slow process of changing its' name to Hammond in the hope that the Hammond mill in Upper Town Astoria would build a branch mill in their town, New Astoria was incorporated 13 March 1899 altho it was platted several years earlier. The Hammond mill in Astoria bought the Hume property instead and didn't set up in New Astoria so they lost out any how. But Hammond needed water no matter what its' name was so from this distance in time it seems probable that Warrenton cast covetous eyes in Hammond's direction. Be that as it may, even to this day many Hammondites guard their sovereignty fiercely. When School District # 30 changed to # 30 C, Hammond would not join up unless they had 2 board members to Warrenton's 3 despite the fact that Warrenton was 3 or 4 times the larger.

Altho Warrenton was considered a threatening collossus, no real animosity ever surfaced, and the water plans progressed steadily. Warrenton now had met the legal requirements for selling bonds so they probably negotiated with a bank in Astoria to be the paying agent.

On 1 April 1915 they floated a bond issue of \$ 150,000. to be sold in \$ 1000. denominations, carrying 6% interest, and maturing in 20 years. The bonds must have sold well because work started on the water system in 1915.

BONDS

By the 4th of July 1916 the people of Warrenton didn't have to drink mosquito juice any longer and one can imagine His Honor the mayor making a dedication speech at a 4th of July parade. Then there was an hiatus for a while when the world was at war. As the war simmered down and the world became safe for democracy henceforth and forever more, the city fathers could see many situations around town that could be vastly improved if they had the money. The Skipanon was a shoal and kinky mess. If it were dredged it would help industry and create jobs. The voters among the population of 600 voted to shoulder a second bond levy.

However this was primary dredging, not maintenance dredging, and the job progressed rather slowly. No single bank would commit itself to selling \$ 270,000. in municipal bonds, so the amount was divided into two issues of even date and one part was given to each of two banks. One was for \$ 135,000. and the other for \$136,000.

This money was spent making a lot of improvements but it seemed that when they looked they could find all kinds of improvements to make. So a year later they floated another pair of bonds on 15 November 1919. This time one was for \$ 100,000. and the other for \$ 150,000. Again, each was for 20 years at 6%. Ambition is a wonderful thing. But be careful folks, you've bitten off a big mouthful and the year 1929 is lurking up ahead.

The municipal bonds worked like this. The bank sold the bonds to the public and deposited the money in the City of Warrenton's account, less commission. Warrenton drew checks on this bank account to pay for dredging costs, bulkhead costs, and street improvements. The negotiable bond paper itself had perforated coupons that could be torn off the way we do with postage stamps. There were 40 of these coupons on each bond and every 6 months the bond holder would surrender one of these coupons to the bank (called the paying agent) and be given $\frac{3}{4}\%$ interest for the 6 month period. It was up to Warrenton to collect taxes and to keep money in the bank to cover these withdrawals. After the bonds reached maturity in 20 years, the bond holder surrendered the paper itself to the bank and was paid the face value of the bond and simultaneously the bank withdrew that much money from Warrenton's account.

The U. S. economy is in a constant state of flux, sometimes it is inflation and sometimes it is deflation. Most of these periods are short, lasting only a matter of months. However the dip in the Great Depression was deeper and lasted longer than all of the other recessions combined. And these bonds were timed to mature and be paid off right in the middle of the Depression. Banks and Savings and Loans failed, people didn't pay their taxes, and Warrenton couldn't redeem some of its' bonds. These bonds matured from April of 1935 to November of 1939, but there were others.

The Great Depression will be treated later but in the meantime Warrenton was busy spending \$ 670,000. and paying \$ 40,000. a year interest.

United States of
America

STATE OF OREGON

COUNTY OF CLATSOP

\$ 1,000

City of Warrenton

WATER WORKS BOND

Know all Men by these Presents: That the City of Warrenton, in Clatsop County, Oregon, is indebted to and for value received hereby promises to pay the bearer hereof

ONE THOUSAND DOLLARS

on the first day of April, 1935, with interest thereon at the rate of Six per Cent. per annum, payable semi-annually on the first day of April and October in each year, upon presentation and surrender of the proper coupons hereto annexed, bearing a fac-simile of the signature of the Auditor of said City and the Clerk of the Water Commission, as they severally become due. Both principal and interest of this bond are payable in gold coin of the United States of America, of the present standard of weight and fineness, at the National Park Bank, in the City of New York, State of New York, or the Fiscal Agency of the State of Oregon, in said City of New York, and the said City is hereby held and firmly bound, and its faith, credit, revenue and property are hereby pledged for the payment of the principal and interest hereof at maturity.

This bond is one of a series of bonds of like date, tenor and effect, issued by the Common Council and the Water Commission of said City for the purpose of building water works in and for said City, under and by authority of and in accordance with paragraph 32 of Section 34 and Section 89 of the Charter of said City, and Ordinances and Resolutions duly and regularly passed by the Common Council and Water Commission of said City.

And it is hereby certified, recited and declared that the question of issuing said bonds was duly and regularly submitted to a vote of the resident freeholders of the City, at an election duly and regularly held on the 27th day of July, 1914, and a majority of the votes was in favor of said issue; that all acts, conditions and things required to be done precedent to and in the issuing of said bonds have been properly done, have happened, and have been performed, in regular and due form, as required by law, and that said indebtedness evidenced by this series of bonds does not exceed any statutory or constitutional limitation.

In Testimony Whereof, We, the undersigned officers of the City of Warrenton in Clatsop County, Oregon, and of the Water Commission of said City, being duly authorized, execute this bond on behalf of said municipality, have hereunto set our official signatures, and caused the Common Seal of said City to be hereunto affixed, as of the first day of April, 1915.

Attest:

John Fountain

AUDITOR

George Salmon

CLERK

CITY OF WARRENTON

WARRENTON, OREGON

87148

HAROLD C. GRAMSON
MAYOR

EMERSON R. BALDWIN 2923
AUDITOR AND POLICE JUDGE

P. O. Box 280

TELEPHONE 881-2233

BOND NAME	ISSUED	AMOUNT	RATE	PURPOSE
① MUNICIPAL GOLD BOND	11-1-1918 DUE 1938	\$135,000 ⁰⁰	6%	IMPROVE HARBOR
② MUNICIPAL GOLD IMPROVEMENT BOND	11-15-1919 DUE 1939	\$150,000 ⁰⁰	6%	PURCHASE LAND FOR DOCK
③ MUNICIPAL GOLD DOCK BOND	11-15-1919 DUE 1939	\$100,000 ⁰⁰	6%	IMPROVE HARBOR BUILD DOCK
④ WATER BONDS	4-1-1915 20 YR	150,000 ⁰⁰	6%	WATER
⑤ BUCKHEAD BONDS	11-1-1918	\$136,000 ⁰⁰	6%	SWIFAN WATER

with six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
sooner redeemed, as therein provided, which redemption
will render this coupon void.

No. 1

Harold C. Gramson
MAYOR

Emerson R. Baldwin
AUDITOR & POLICE JUDGE

Fifteen Dollars, being six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
sooner redeemed, as therein provided, which redemption
will render this coupon void.

No. 1

Harold C. Gramson
MAYOR

Emerson R. Baldwin
AUDITOR & POLICE JUDGE

Fifteen Dollars, being six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
sooner redeemed, as therein provided, which redemption
will render this coupon void.

No. 1

Harold C. Gramson
MAYOR

Emerson R. Baldwin
AUDITOR & POLICE JUDGE

On the 15th Day of September, 1927, \$15.00
CITY OF WARRENTON, STATE OF OREGON, will pay
to the order of the United States, at the
Federal Agency of the State of Oregon in New York City,
Fifteen Dollars, being six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
sooner redeemed, as therein provided, which redemption
will render this coupon void.

No. 1

Harold C. Gramson
MAYOR

Emerson R. Baldwin
AUDITOR & POLICE JUDGE

On the 15th Day of March, 1927, \$15.00
CITY OF WARRENTON, STATE OF OREGON, will pay
to the order of the United States, at the
Federal Agency of the State of Oregon in New York City,
Fifteen Dollars, being six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
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Federal Agency of the State of Oregon in New York City,
Fifteen Dollars, being six months' interest on City of
Warrenton Municipal Gold Bond, unless said bond is
sooner redeemed, as therein provided, which redemption
will render this coupon void.

No. 1

Harold C. Gramson
MAYOR

Emerson R. Baldwin
AUDITOR & POLICE JUDGE

On the 15th Day of March, 1927, \$15.00
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RESOLUTION NO. 55

Introduced by Commissioner Quincy Robinson

WHEREAS, out of \$500,000.00 worth of bonds, more or less, City of Warrenton has purchased with its own funds all of these bonds except four, and,

WHEREAS, the City of Warrenton desires to cancel these bonds and otherwise dispose of them, and,

WHEREAS, the Mayor is a suitable and responsible person to do so, and,

WHEREAS, it is the judgment of the City Commissioners that the best way to cancel and dispose of these bonds is by burning them,

NOW, THEREFORE, be it RESOLVED by the City Commissioners of the City of Warrenton that the Mayor of the City of Warrenton is hereby ordered and instructed to burn the following bonds of the City of Warrenton, Oregon, to-wit:

KIND OF BOND	PRINCIPAL AMOUNT OF BOND	SERIAL NO.	MATURITY DATE
Water Bonds	\$1,000.00 1,000.00	2 to 39 Inclusive 41 to 150 Inclusive	April 1, 1935 April 1, 1936
Municipal Gold Bonds (Bulkhead)	\$1,000.00 1,000.00 1,000.00	2 to 62 Inclusive 64 to 70 Inclusive 72 to 134 Inclusive	November 1, 1938 November 1, 1938 November 1, 1938
Gold Improvement Bonds (Land Purchase)	\$1,000.00	2 to 150 Inclusive	November 15, 1939
Gold Dock Bonds	\$1,000.00	2 to 100 Inclusive	November 15, 1939
Reclamation Dist. #1	\$500.00 314.42	2 to 20 Inclusive 21	September 1, 1940 September 1, 1940
Reclamation Dist. #2	\$500.00 126.49	2 to 34 Inclusive 35	September 15, 1940 September 15, 1940
Reclamation Dist. #3	\$500.00 474.34	2 to 24 Inclusive 25	September 15, 1940 September 15, 1940
Improvement Dist. #4	\$500.00 151.38	2 to 15 Inclusive 16	March 6, 1933 March 6, 1933
Improvement Dist. #6	\$500.00 501.19	1 to 10 Inclusive 11	March 6, 1933 March 6, 1933
Improvement Dist. #3	\$500.00 330.37	1 to 8 Inclusive 9	September 1, 1932 September 1, 1932

In 1910, when there were 350 to 400 people in New Astoria, There was one meat market and 4 grocery stores in town. These excerpts from the minutes of the council, taken thru the years is interesting.

- 3 Jan 1912 An election had 35 votes cast. Hammond Lumber Co. was paid for 2 inch planks for side walks.
- 6 mar 1913 P. P. L. granted franchise for power.
- 5 Ag 1913 Scarlet fever in town is of epidemic proportion.
- 7 Ap 1914 Ordinance to have at least one street light.
- 5 My 1914 Warrenton to lay mains and provide water for New Astoria. Water barrel to be placed on roof of jail.
- 2 Mr 1915 The Carioca from Brazil prohibited at dances. Ragging and the Turkey Trot prohibited at dances.
- 6 Ag 1916 A 2nd election to amend the vote of 5 Ag 1915 and create and incorporate the Town of Hammond.

Many Hammond residents have long said that they didn't want their town to grow in size but rather to stay just like it is. Since many of their residents do not like to have foot tourists from Ft. Stevens walk down the center of their streets gawking right and left they concede with reservation that they might put in some sidewalks--maybe, someday.

However since the town has very little industry or commerce, the tax cost for maintaining municipal offices, fire, police, street, and sundry costs must be borne by the residents. These costs run their tax rate to \$ 5.09 per 1000 compared to Warrentons \$ 2.53 per \$ 1000. Warrenton has some manufacturing industry.

Hammond already subscribed to several of Warrenton's service departments and these tax differences caused some soul-searching over the cost and worth of sovereignty.

On 17 Se 1991 the Town Council submitted the question of merging with Warrenton to the people of Hammond. Of the towns approximately 580 people, 160 voted Yes to 109 voting No. This was a 77 % turnout of the registered voters and a 59% plurality. The registration percentage was high.

It is a well known fact that many people do not register to vote because they fear that they may be selected for jury duty if they do. Unfortunately the Daily Astorian on 29 Jan 1971 said that jurors were selected in this manner. However since then the method of selecting jurors has been expanded to include telephone books and tax rolls. But the thot still lingers on and the damage from that one article will be with us for a while.

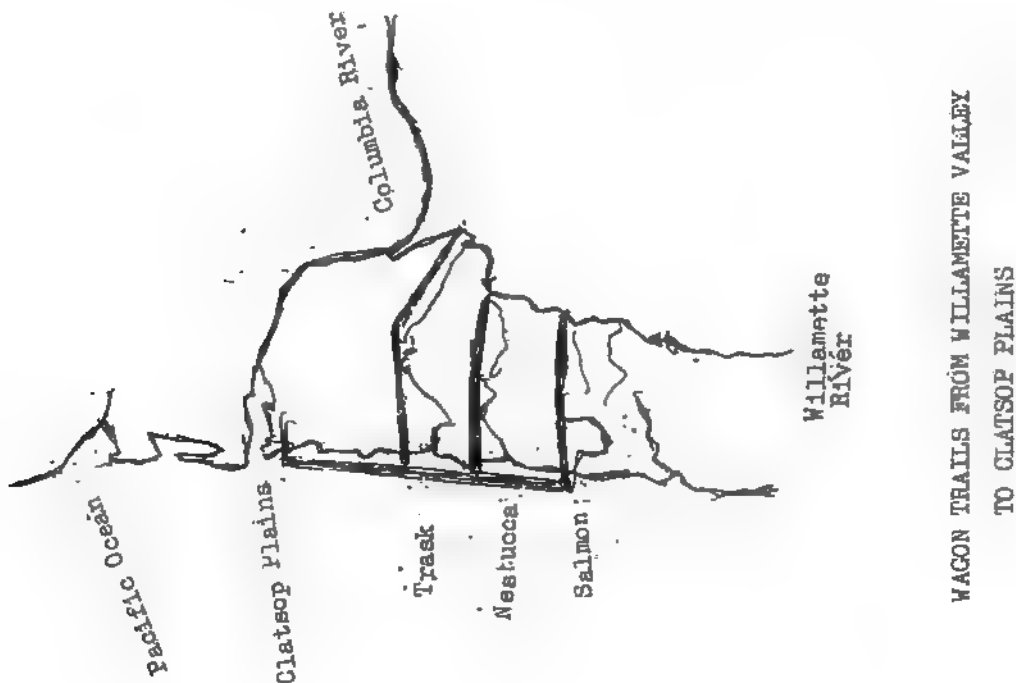
After an election we generally see a comment in the papers about the percentage of registered voters who cast a ballot but never a comment about the percentage of eligible voters who voted. There is no positive figure and the best that we can do is make a guesstimate. Here is a guesstimate.

ANALYSIS OF HAMMOND VOTE

Hammond population in 1991 '580 to just under 600'	
(basis: census, P.O., and water subscriber)	580
School children K thru 12 '155 to 160'	157
Preschool children '12 per year'	60
Hammondites past school age (by difference)	363
Non-naturalized immigrant residentsunknown
Votes cast.....	269
Registered voters....(by division, 77% of those registered,voted).....	350
Plurality...160 Yes to 109 No (County Clerk).....	59%

According to these figures 96 1/2 % of the eligible people in Hammond actually registered and 77 % of those registered also voted. These are very commendable figures in civics for a town.

For the present the people of Hammond were to have a Hammond address and a Hammond post office. The School in Warrenton is still to be called the Warrenton-Hammond School District No. 30. School board members were to serve out their terms. Hammond was to have no membership on the Warrenton city council at first. When the next Warrenton council terms expire, members will be elected at large and not by zone.

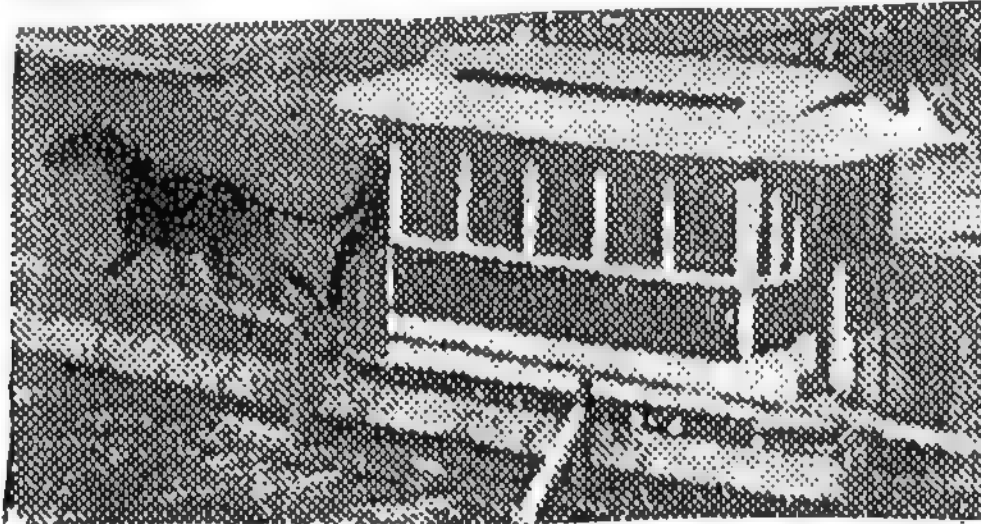


Andrew H. Hammond was born in New Brunswick 22 July 1848. In 1866-67 he first came to Washington Territory but then settled in Montana where he lived for 30 years, successfully engaging in mercantile and railroad affairs.

From 1895 to 1898 he built the Astoria and Columbia River Railway from Astoria to Goble. However before he built it he required some local investments to be made as a show of good faith, and one of those things was 1500 acres at Flavel. D. K. Warren, John Adair, S. D. Adair, and E. A. Sealy put up most of the 1500 acres and 17 other men put up the rest.

After the road was built, Hammond sold it to Great Northern-Northern Pacific on 9 september 1902 for \$ 5 million and netted a cool \$ 2 1/2 million for his trouble. It is not known if the 1500 acres was a surety against loss or an outright subsidy assigned in advance.

Hammond also engaged in many local fishing and timber ventures while the railroad construction progressed. One of his projects was the big Hammond sawmill in Uppertown Astoria which had a colorful history of its' own with the employment of turbanned Sikhs.



Horse car to Hammond Mill in Uppertown Astoria before 1900

The people of New Astoria sought to entice Hammond to build a mill in their town by renaming it Hammond. With considerable backing and filling, they gradually changed the name from 1913 to 1915. The Post Office was called Hammond in 1901 before all the name-change-hassel occurred so things don't add and there may be a story here.

KEY TO 1920 AERIAL PICTURE OF WARRENTON

1. 6 R Deforce salmon scrap reduction plant
2. 15 U Astoria
3. 23 U PPL
4. 14 K Warrenton Depot
5. 5 M Warren Mansion
6. 6N-14 J Sand from dredge spoils
7. 16 L Gravel bunker for road building
8. 16 M, 22 T, 32 C, 1 J S P & S RY Astoria, Hammond, Seaside
9. 15 N Smiley-Lampert sawmill
10. 7 O Prouty sawmill
11. 28 J, 2 P Skipanon River
12. 19 H Community Hall
13. 22 to 30 G to I Poplar trees planted by D. K. Warren
14. 9 O Warrenton Clay Products
15. 29 I Sigurdson Dock for Astoria boat
16. 22 K Hay wire # 2 Sawmill
17. 12 J

This aerial photograph was taken after the dredging of the Skipanon and shows that there was sand everywhere. D. K. Warrens barn was once rated as the second largest in Oregon, but not any more. The sand piled up against the wall of the barn and pushed it in. The barn couldn't be saved.

The Skipanon had to have some bulkheads built to prevent sloughing, and some docks were built. Small coastal freighter loaded lumber at the Smiley-Lampert sawmill now with the bow of the ship kissing the railroad steel bridge. Gravel scows unloaded at that spot also.

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1920 population 600

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Warrenton
1970

Hartley Sta.
1-1

Coast/Coast
2-2

IOOF HALL
3-3 1
2
3



Warrenton 4
1980

sewerage
Lagoon 4-4

Mooring
Basin 5-5

Columbia
press 6-6

5
6



7 8

Warrenton Wood Products- 1990
(Cavenham Forest Industries)

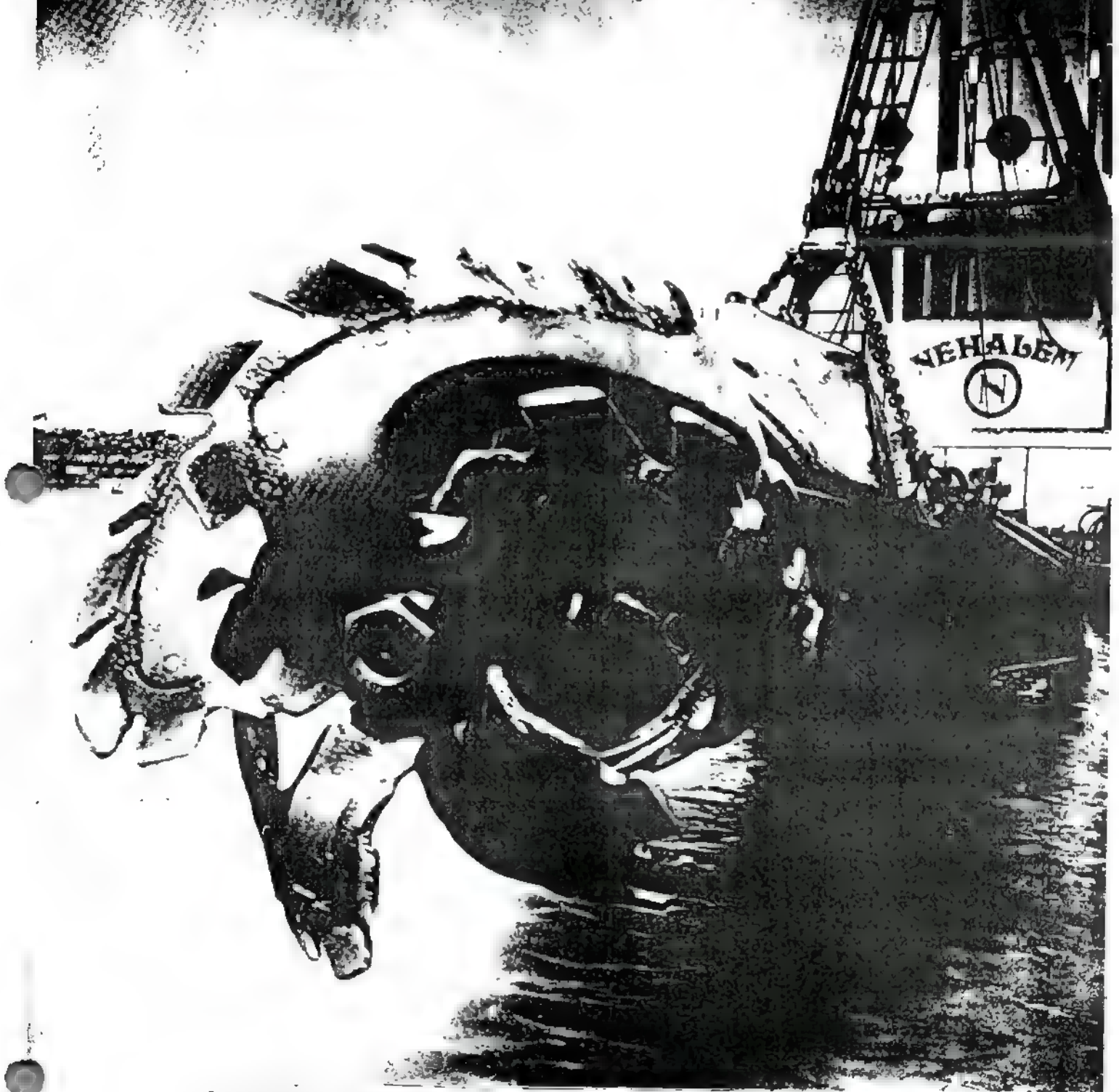
'Little' mill 7-7

'Big' mill 8-8



Cleanup Contract

Pollution Solution With a Silt Cap



This pipe-line dredge of Vern Scovill's Nehalem Dredging Co. dredged both the Warrenton Mooring Basin and the Hammond Mooring Basin.

The road to Seaside was a mess of mud for a long time but autos tried to use it anyhow. We were wedded to autos at a tender age. Josiah West on the Plains wrote articles for the Astorian and he was quite irritated by the Portland tourists who motored down and left their booze bottles by the roadside. He was working with a team in a field when a stranger asked him if he would use the team to pull him out of the mud.

So he unhooked the team, shouldered the double trees, drove the team across the field to a gate, and pulled the auto out of the mud. The tourist thanked him for his trouble, and then to show his deep gratitude, he gave West's son 10 ¢. So West shouldered the double trees again and went back to the field to work some more.

THE DAILY ASTORIAN, Astoria, Oregon, Thursday, November 8, 1973 Page 11



THIS IS THE Astoria-Seaside highway, sometime before World War I. Driving the Model T Ford is candy maker, in the front seat, and J.S. Dellinger, publisher of the Morning Astorian, in the back seat. Sherman Lovell. Passengers are Harry Hoeffler,

Frank Woodfield photo

Well,.....maybe so. But from the expressions on their faces and the fact that it's an automobile salesman, a newsman, and a professional photographer this corner is betting that this was a contrived picture. A picture is worth 1000 words.

We don't doubt for one single second that this is actually the road to Seaside all right because the literature is rife with complaints about the roads. Are you listening, County Commissioners?

Woodfield was the preeminent photographer of the day and he saved us lots of history. He had a historic nose

Bartholomew and Rachel Kindred started west in a wagon train in 1844. Since Rachel was gravid, the bouncing wagon was uncomfortable and she preferred to walk. She started walking in the Blue Mountains of Eastern Oregon and she delivered her baby in Oregon City the morning that she arrived there. After that it was more comfortable to ride.

When they got to the coast they staked out a claim and built a cabin. Then Bart went back to Oregon City and earned a little money hauling freight while Rachel started 'proving-up' on their claim. After they got their papers several years later, it would be Donation Land Claim No. 46 and out of their claim the Town New Astoria would be platted near the end of the century.

One morning at the time that Rachel and her babies were holding down their claim, she saw a ship aground on a river bar. Ship wrecks are always fascinating to watch and as she watched she saw white blobs float up out of the hold. As the east wind blew the blobs nearer to the shore she could see that the white blobs were sacks of flour.

She waded into the river surf and salvaged 360 49 pound sacks of flour from the ship-wrecked "Woodpecker"--according to Bethina Owens. When Bart came down the river with some older sons, they proudly salvaged 7 sacks of flour from the wrecked ship. But their pile of sacks wasn't as big as Rachel's. The flour was wet next to the cloth but the center was all right. It was worth \$ 3. a sack. The Kindreds later sold their square mile of land to a group of men for \$ 60,000. It was platted in 1894 and incorporated in 1899 as New Astoria.

The story seems to be mostly true but the "Woodpecker" stranded north of the future grave of the Peter Iredale on 10 May 1861 and the "Firefly" grounded in the river off Hammond on 28 February 1854. Each date has serious flaws. Take your pick.

Bethina Owens, daughter of Tom Owens, was born in 1840 and lived until almost the Depression era. She was a self-starter from the word go. She walked a long way to grade school out on the Plains, and then, as a teen ager with no training, she gathered up pupils in a buggy and taught a subscription school in the Plains Church. She learned millinery and then made hats for extra income. She married early and boldly divorced a problem husband at a time when such things weren't done. She learned massage therapy in a school and almost immediately beseeched the medical schools for admission. She became one of the first female M. D. s in the state. She staunchly endured the jibes and derisions of the entrenched male medical profession. She spoke extensively for the W.C.T.U. and for the sterilization of criminals. She married John Adair and helped build hand-dikes along Young's Bay. She told these things and more in her autobiography.

Another prominent person on the distaff side was Clara Monson, a lighthouse keepers daughter. She was an outstanding Warrenton school clerk until 1912 and then her claim to fame resided in being the first mayor west of the Mississippi.

industrial demands cause the water pressure at the tap to fall at times so an equalizing stand pipe was installed in the hills above the Plains. It fills at night and falls slowly during the day, thus saving part of the expense they would have had if they had changed to a larger trunk main.

Most municipal water supplies are adjusted to give 35 to 40 pounds pressure to the residence. Astoria has two water mains on Marine Drive, a 35 pound residential line and a 90 pound industrial line. However Warrenton has one line at 90 pounds per square inch for everyone. The 90 pound pressure has its' advantages. It is better for fire trucks and it is not necessary for domestics to curtail use in the daytime when industrial use is high. Cannery cleanup with low pressure water is not efficient. Domestically, it is easy to control wash-basin splash with stops in the supply line

One domestic area of a little concern, however, are the hoses that supply water to the clothes washer. Plumbing code requires only that a shut-off valve protect these hoses. Accordingly, most homes have a globe valve for the hot water and a globe valve for the cold water. Fine and dandy. But not so dandy is the fact that the housewives simply will not turn off these globe valves when the washing machine stops. They're on 24 hours a day. As the hoses harden with age, they eventually burst or "blow up". Every store in the county that is at all related to appliances sells hoses because they commonly fail. Fail in the middle of the night when the water pressure is highest--or when the occupants are gone on vacation and left the house locked. And its a gruesome task to mop up the floors at 2 oclock in the morning--rugs and hardwood floors especially.

The answer? There is on the market a simple flip lever valve, 45 degree flip, that simultaneously shuts off both hot and cold water at the same time. Yet few people seem to have heard of Wolverine Brass Co. of Grand Rapids Michigan. Any homeowner that doesn't have one is negligent, plumbing codes that don't require it are remiss and appliance manufacturers that don't invent a cable shut-off are missing a bet.

Whether the house has high or low pressure water, the hoses still blow up.

The pH of Warrenton water is 6.7 to 6.8 or just a trace on the acid side of neutral. Boiler water anywhere has to be rendered alkaline to a pH of 8 to prevent corrosion but almost all boiler water has to be treated anyhow there's no problem there.

When there is an early frost in the fall and all the alder leaves fall at once on the water shed, the tap water becomes coffee colored for a few hours. The State Health Department gripes that this organic matter uses up all of the chlorine and doesn't leave any to kill bacteria.

In 1918 at Tansy Point, as part of the war effort, a ship yard was constructed. The manager was C. T. Diamond, the president was George Black of Portland, and Frank Warren was vice president. No ships were built and the yard burned almost as soon as it was built. The name of it was the American Shipbuilding Company of Oregon. The precise date that the yard burned would be interesting to research out because the war also ended in 1918 and altho that date is known, the yard's date isn't. When Alaskan canneries face bankruptsy they not uncommonly burn. Accidentally of course.

Up until the time that the Skipanon was dredged, Warrenton had plank streets and there wasn't much the city could do about it. Now the Skipanon was navigable enough to accomodate small scows and the city contracted with Fritz Elving to bring in gravel for the streets. The street planks were on mud sills and in the rainy season, water would squirt up when weight was placed on the planks. Elving used a clamshell bucket to lift the gravel from the scow to the elevated hopper that shows in the aerial photograph of the dredge spoils. A wagon was backed under the hopper and gravel was released to flow into the wagon bed. The wagon bed was made of 2 by 4s that ran length wise and were loose. To unload, the 2by 4s were tipped by hand, one at a time, and the gravel was distributed fairly evenly.

In the process of gravelling, Main Street was first raised somewhat and then gravelled. All streets were given somewhat of a crown. To fill the chuck holes, that seem to be ubiquitous to gravel roads, a man rode a scraper-sled pulled by a team of horses. The scrapers helped a lot in the horse and buggy days but when automobiles appeared on the scene, the chuck holes became out of control. When a pneumatic tire at high speed sloshes into a chuck hole, it hydrolics out a high pressure jet of water that cuts a hole in the road in short order.

The 'teen-age crowd in Astoria found it fun to 'cruise the gut' in Warrenton and the water splashing from the chuck holes added to their merriment. The City Council in Warrenton gave specific instructions to the town marshal to enforce an ordinance limiting the traffic speed on Main Street to the posted 4 miles per hour. The highway from Astoria to Seaside once went down Main Street in Warrenton and that didn't help things a bit.

Finally the City Council gave up and contracted with a man named O'Reilly to 'black top' the street with asphalt. This gave limited improvement.

ROADS

When the first settlers came to this area they relied on water transportation almost entirely. They walked on trails and moved things by water. The towns that sprang up on the Washington shore of the Columbia River like Frankfort, Brookfield, and Knapton are long gone. When Soloman Smith and Cellast arrived from Vancouver, they went out in the ocean and landed on the beach.

One of the first roads in Warrenton was from Tansy Point to Lexington in 1850 when Lexington was the County seat. In 1851, while the county seat was being moved to Astoria, the County Commissioners decided that for the common good men between the ages 21 and 50 should spend 2 days a year working on or building roads. By 1855, the men on the Plains spent their tax labor building a road from Sunset Lake northward. At that time Lexington and Skipanon were considered by Astorians to be 'on the Plains'. The only improvement generally made was to drain off most of the water and remove most of the trees. Often the roads just dodged the trees and if a wagon couldn't make the sharp bends, the front wheels were used as a cart. The wagon roads were just dirt roads with no surface at all. One example of a graded but unsurfaced road right here in Warrenton is 12th Street going due West from Warrenton Drive toward the ocean.

After the Plainsmen had made enough of a road to suit them, they tried to give it to the county to maintain. The County looked at it and said "No thanks, it's not good enough". From 1860 to 1880 the people of Lexington and Skipanon built a road South to join up with the Plains road.

In the late 1800s a steam ferry plied across Youngs River from Astoria to the Road going out to Miles crossing where a few people lived. Also late in the 1800s the people of Lexington and Skipanon built a plain dirt road east to the Lewis and Clark River, pointing it towards Miles Crossing. It is said that John Adair operated a ferry across the Lewis and Clark River, the river being only two whoops and a holler from his Sunnymead real estate development. The bridge that was constructed later was "viewed" to be "at the ferry site".

At least by 1902 if not earlier there was a bridge across Youngs River and now people could drive by buggy from 'Warrenton' to Astoria. In 1914 the Warrenton---Clatsop Plains Road was surfaced by the State all of the way to Gearhart. In 1915 the Warrenton-Lewis and Clark Road was surfaced and now autos could drive from Warrenton to either Astoria or Seaside.

The name 'Seaside' derived from Ben Holladay's Seaside House resort which he built in 1872. It was at the South end of the present town and the dished oval of the race track still shows. The Clatsops had a village at the North end of Seaside called Necotaht and the village site is now called "Indian Place". Hotel Guests from Portland came by river steamboat to Astoria where they could check into Farker House at about 10th Street on the Waterfront. From there a boat touched Skipanon Landing, Fort Stevens, Bakers Bay, and Frankfort. The Wirt Hotel at Big Bend on the Skipanon provided food and lodging as well as a coach to Seaside. The route was down the beach to the Necanicum, which was forded.

It is said that at times of the year the Clatsops travelled by canoe from Smith Lake thru Neahcoxie or Sunset Lake to the mouth of the Necanicum at Seaside.

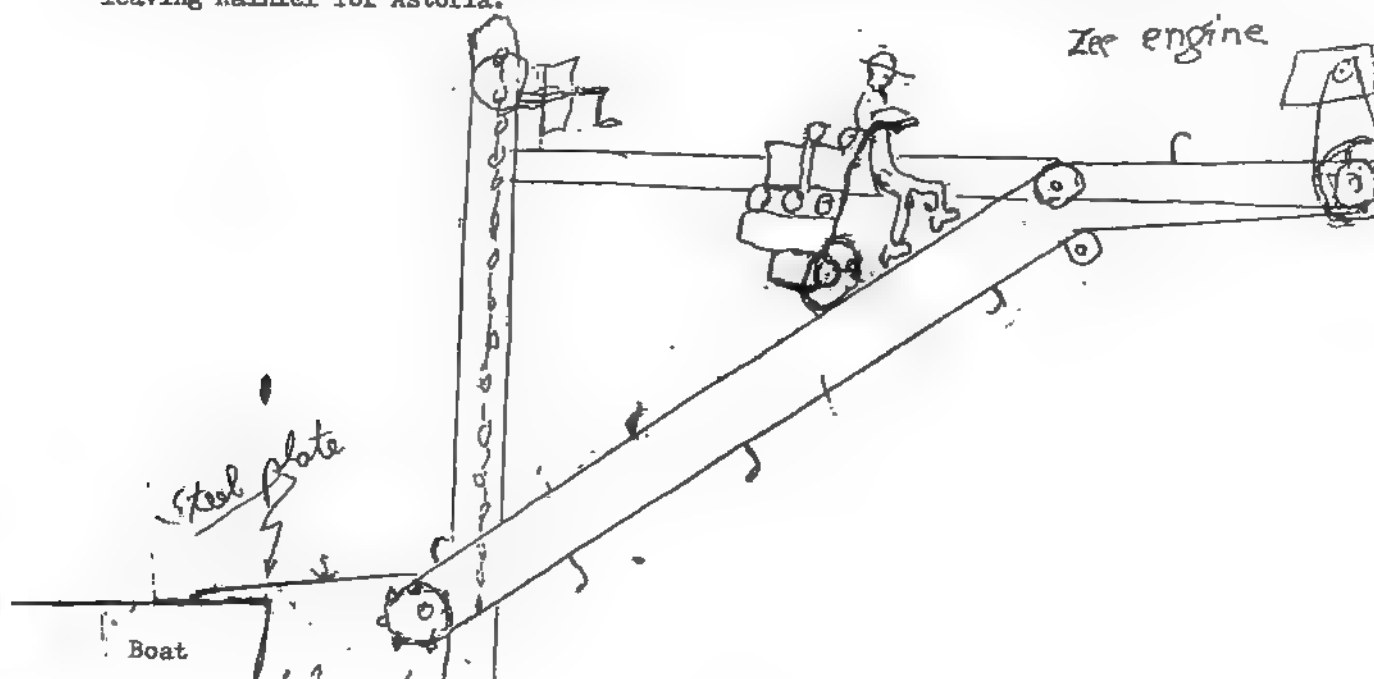
The road from Miller Crossing to Seaside is 'old'. There were many homesteads in the Lewis and Clark and they traded in Seaside.

Up until the time that A. B. Hammond built the missing link of railroad that connected Astoria to Goble, water transportation had a monopoly on the trade. There was a rail line from Portland to Goble and the trains were ferried across the Columbia to the northbound railhead on the Washington shore. The Astoria and Columbia River Railroad changed that in 1896 and competition between water and rail transportation soon became acute. Water transportation companies streamlined their act to give lower rates and faster time.

The Harkins Transportation Company had their own docks and elevators. When their boats reached a landing, they didn't tie up. They only passed a line around a piling and hand-held it for a few minutes. Meanwhile an agile deckhand scrambled up a ramp and, by hand winch, lowered a conveyer-ramp to the boatdeck level. He also started a Fairbanks-Morse Zee engine that would power a pintle chain conveyor that ran between gears on the top and the bottom of the ramp. A steel plate was laid between the boat and the bottom of the ramp. Next a two-wheeled hand cart was stacked with cartons of freight while it was on the steel plate. Now the deck hand drew the hand truck behind him while he started up the rather steep ramp. Whereupon hooks, placed at intervals in the pintle chain, would engage the axle of the hand truck and carry it up behind the deck hand. The freight was left on the dock, the whole procedure reversed and the boat sped away. The Portland to Astoria time was 6 hours with a dozen of the mini-tieups.

The railroad-boat competition intensified and a rate war resulted. People in Astoria would go to Portland to shop for the day due to the low rates.

By 1915 people could drive to Portland by car but it was a two-day trip. They went up Highway 202 to Vesper and stayed overnight. It wasn't until the 1930s that the River Road (or 101) was built. The engineer that planned it (and wrote a book about it) thought that it was the most beautiful highway in the whole wide world --even if the notorious "Bugby Loops" did slow traffic to 15 miles per hour on leaving Rainier for Astoria.



Fritz Elving was quite a character. A Warrenton resident related this story about him. "He lived nearby. He came into the barn where I was feeding the horses and started cussing and telling me what I had to do. I said 'You better get out of here or I'm going to stick this pitchfork into you' And he left too."

After he barged gravel for the Warrenton roads and did some other contract work, he ran a ferry from Astoria to the Washington shore. But there were two other ferry boats running in competition to Fritz and there wasn't enough auto traffic for all three of them. Furthermore the other two ferrymen didn't like Fritz's style and way of meeting the competition. So, after Elving's ferry left the slip for the round trip to the Washington shore, the competitors slipped in and drove a string of piling across the front of Elving's ferry slip so he couldn't get in to unload his passengers.

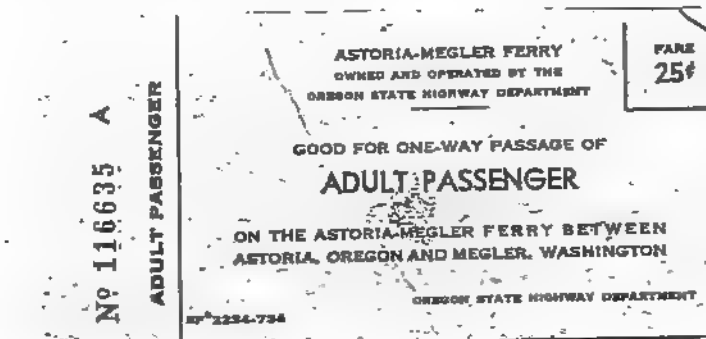
The Oregon State Highway Department and the state legislature probably didn't like these shenanigans and they took over the ferry system before too long. The state ferries were the 'Tourist No. 1, the Tourist No. 2, and the Merle Chessman. The latter one was much larger than the first two named.

A bridge across the Columbia was built from Astoria to Megler in 1967--Oh Joy of Joys! No more mad dashes to the ferry slip and no more counting cars to see if our car would make it aboard, and no more disappointments when the arrival was just in time to be too late. And Portland newspapers called it "The bridge to Nowhere" with pens that dripped with jealousy. The bridge tolls are paying off the construction costs ahead of schedule.

The bridge is called the Columbia River bridge at Astoria but its official name is the Astoria-Megler Bridge.

The bridge is said to be 205 feet above the water but they don't bother say whether that's high water or low water. The battleship New Jersey is 160 feet in height.

The river is 4 miles wide at the bridge site and 8 miles wide at its widest point.



The Smith Point to Warrenton Bridge was built in 1964 after a car crashed into the open Bascule bridge over the Lewis and Clark. It was built for narrow wheel-base cars and was very narrow. The crashed car ended up being about half as long as it was before.

In 1890 there were 54 saloons in Astoria. That's 54 times as many as Warrenton one. It was called the Elk and located on Main Street near 3rd Avenue. The name "rounder" for a dissolute person probably arose from the fact that he would make the rounds, staggering from one saloon to the next until he could no longer stagger but had to sit or pass out in his last saloon.

The saloons were as colorful as they were distasteful. The bar was long, over four feet high, and maybe 3 feet wide. A bar tender had to be able to place one hand on the bar and vault over it when necessary to stop a fight. At the face of the bar, a 2 inch round brass rail was supported about 6 or 8 inches off the floor by brackets. Those who stood drinking at the bar would rest first one foot then the other on this rail. The floor had sawdust on it to absorb drinks that were spilled and of course some customers got sick. The backwall behind the bar generally had shelves for the first three feet above the floor and then a plate glass mirror on up to the ceiling. Altho she was never reported in Astoria, Carrie Nation, a past-middle-age reformer and temperance leader, would storm into a saloon with a hatchet. Then she wreaked havoc on the bar, mirrors, and liquor bottles.

The saloons often had free sen sen which were 1/8 inch cubes of spiced licorice or free cigars to mask the odor of liquor on the customers breath. Cigars were a rounders staple and the creosote smell of some of them would out-stench an outhou. Some bars had a basket of fresh hen eggs for customers whose stomachs were painfully excited.

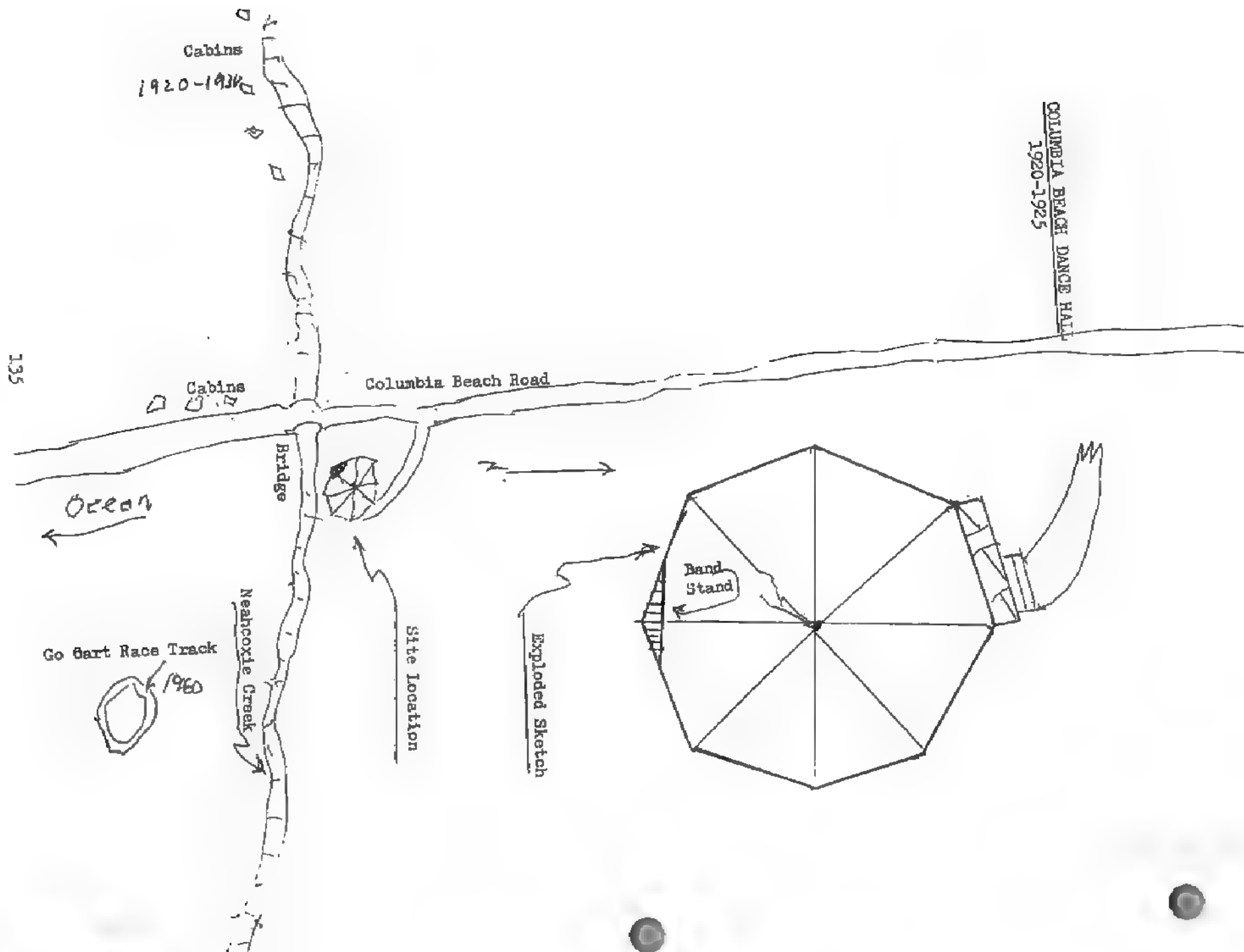
There were many organizations actively opposed to the use of alcohol. The Anti-Saloon League and the Womens Christian Temperance Union were two of the most active groups. The W.C.T.U. claimed 300,000 membered and did not limit their crusade to saloons alone as they also included an "attempt" to drive the slit skirt, X-ray gowns, decollette dress back to the Paris underworld". What a hey day they would have had with our current miniskirts!

In January of 1919 the Prohibition Amendment to the constitution was ratified by the deciding state and America was launched on the Great Experiment.

When large numbers of people want something, like booze or narcotics, enforcement of abstention is difficult.

Between Warrenton and Hammond there was a "blind pig" or "speak easy" called the "Whistle In". Some blind pigs had an entrance pass-word like "Benny sent me" but it is not known if a whistle was the pass word to get in.

A very common way for a man to pick up a few bucks during the Depression was to take a batch of "home brew" beer to a dance and sell it to the thirsty dancers. the expression "Save the empties" was the common admonishment. A common way of locating illegal liquor stills was to trace large shipments of corn sugar because it is preferred for setting the mash.



Some people put beer, or wine, or even hard cider or anything else that they could think of into a still in their frantic efforts to get some hard liquor. Some even fermented milk and some fermented malted potatoes.

There were 8 large boarding houses in Astoria in 1890 because there were many single men working in fisheries and lumbering. Astor Street was a name that wasn't spoken in parlor conversation because of the large number of bordellos there. Each had the unobtrusive sign of a kerosene lamp with a red chimney placed in a window on the second floor. Hammond is said to have had a bordello catering to the enlisted men at Fort Stevens but the angry townfolk ordered the girls out of the house one night and then burned the place down. It was dubbed Tee Pee Town and was located around 7th Avenue somewhere. The fire was in 1935 and doesn't seem to be recorded.

There were about 2500 men at Fort Stevens in WW I and about 2800 men in WW II. However it was lightly garrisoned from 1864 to 1947.

Warrenton had no bordello as such but some of the girls who worked as chamber maids in the day time also did a little moonlighting at night.

Never so in Warrenton but a town council set shearing on whether the prostitute should be expelled from the city. An immigrant fisherman who also was a bachelor spoke on the subject. "Val" he said "I guess it's all right. But if you drive the girls out of town, what are we going to do?" A woman in the back of the council chambers yelled out "Get married you old fool". The mayor rapped for order.

There were boarding houses in Astoria in the 'teen years and some of them were quite large. Some of the boarding houses were

Martin Boarding House-----	43 men
Watson Boarding House-----	20 men
Torwald Heerman-----	42 men
Adairs Mess House -----	50
Dora Dobbins Boarding -----	25
DeWitt Tichnor-----	25
William Tichnor-----	30

Clark Gable, the actor of "Gone with the Wind" fame, was playing in summer stock that was on shaky financial footing. On their tour they ran out of cash at the time that they were playing at the Louvre in Astoria. Clark Gable had a severe addiction to eating three square meals a day and a "Manhattan Breakfast" didn't satisfy his craving. So he got a job in the woods to tide him over and also buy a ticket to Hollywood. Probably the best ticket he ever bought.

Other entertainment in this area around the era of WWI were dances and festivals. It was the age of the emancipation of women. They obtained the right to vote, they cut their hair and threw away their corsets.

It also was the age of prohibition, of 'road houses', 'Moonshine', and no TV. There was an octagonal shaped dance hall at Columbia Beach that was quite popular. At one time the Clatsops used to bring their razor clams there to butcher and an Indian midden built up there. Sometimes the Indians threw away some broken tools in these middens but this midden was raided so many times that there is nothing left if there ever was anything there. Then in the 20s there were some cabins and cottages there for Portlanders who wanted a vacation at the beach. Some local residents also lived there. Dave Killion owned some beach cottages there but the great drifting sand dunes in the late 20s completely covered some of them altho some roofs were still visible as late as 1933.

The Neahcoxie Creek meandered slowly behind the foredune and the Columbia Beach Road crossed the creek with a bridge.

The Columbia Beach Dance Hall was situated on the South side of the Columbia Beach Road and on the land side of the Neahcoxie Creek. It was octagonal-shaped and had Dutch doors that were fitted with screens and there also was a porch that had screens to permit double screening or a screen-lock. The wet brush near the ocean harbors many mosquitos. On the west side of the hall, and facing the entrance doors was a stage for the orchestra. The Hall could be called a 'road house'. It was patronized during the roaring twenties when the patrons generally brought their own moonshine in pint, flat, slightly curved bottles. If there was a raid, they simply emptied their bottles. No evidence!

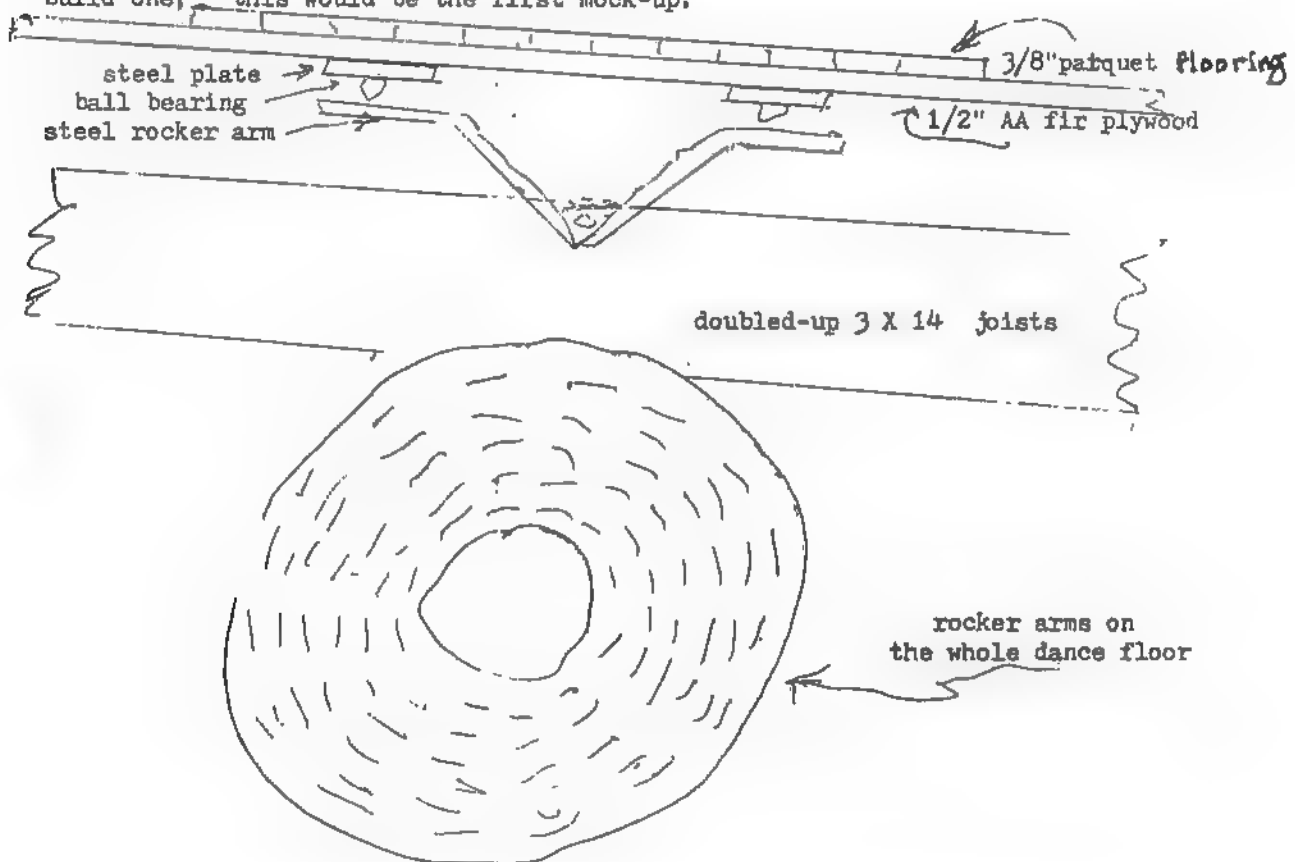
The 'Scotch Broom Festival was held there some' but the Fort Stevens parade grounds was the preferred place for the festival.

The Scotch Broom Festival was held in the summer but the broom blooms in May and the blossoms are gone by summer. Some say that William Hobson introduced the Scotch Broom but no documentation was found. Altho the yellow Broom is by far the most common in Warrenton, there is also a white flowered variety. The patches of Broom come and go. At one time there was a heavy growth of Broom along the road to Seaside that arched up over the road on each side, making a tunnel.

At least during the 1930s dances were held in Hammond on a fairly large scale and busses brought people Astoria. People came from Seaside by car and by car from Warrenton. In Astoria, dances were held at Suomi Hall almost every Saturday night. During the Regatta dances were held at the Oregon Washington Railroad And Navigation Warehouse until it burned about 1940.

A novel dance hall called the 'Cotillion' was built in Portland in 1913. It had a flexible floor that waved up and down as the patrons danced. This was accomplished by a system of rocker arms and ball bearings. It was operated under that name by Mentmore Ringle until 1929 when Ralph Farrier bought it and renamed it the Crystal Ball Room. As the popularity of ballroom dancing waned, the supporting role of the big bands also waned and it became a vicious circle. The mood changed and the young folks preferred to wiggle and wave from one spot or to watch performers like the Beatles or Elvis Presley or some imitators wiggle and wave on the stage while murdering popular ballads. The wiggle and wave floor was popular with rock groups but the swaying motion effected by a throng shuffling in time to the music was lost.

WE DON'T KNOW HOW THE FLOOR WAS BUILT, However if this scribe had to try to build one, this would be the first mock-up.



Some said that the Cotillion was modelled after a dance hall in Dreamland, the arch rival of Coney Island in Brooklyn, but doubtlessly many people have been intrigued with the constant swish, swish, swish of dancing feet.

In 1917 Clifford Lynch was operating the Arcade Theater in Warrenton. The word arcade suggests a multi-use building of some sort. George L. Harper at that time was foreman in the Star Packing Company's Salmon and Clam cannery.

By 1920 Harper had teamed up with Lynch and the two were operating the Liberty Theater on the ground floor of a large box-like building located on 2nd Avenue where the fire station is located in 1990. Since Lynch had had theater experience and Harper as foreman was a man of action, it is entirely possible that the two of them built the structure.

It was called the Community Hall and the ground floor was a theater and the second floor was used chiefly for lodge meetings. Henry Willener remembers Clifford Lynch scolding him and his friend for eating peanuts at the movie because he had to sweep up their peanut shells afterwards. Marion Schultz said she went to dances there 70 years ago this 1990. Margaret Ann Swindlersaid that she had been in the building. It existed to at least 1930 but after that the names of Lynch, Harper, and the Hall disappear from the directories.

Around 1920 membership in a social club was a very popular recreational activity. Almost all of the lodges were secret societies.

At the meeting the officer in charge would first call the group to order then promptly ask a lesser officer if the gate was secure. The lesser officer would dispatch a couple of stewards to investigate to see if the gate-keeper was on his job and doing his stuff. If so, the stewards reported it back to the head honsho. Then in a few minutes the gate-keeper moved from a chair outside the entrance door to a door-side chair inside where it was warm. Warrenton had many of these secret societies.

IOOF International Order Of Odd Fellows K O T M

Improved Order Of Redmen

Modern Woodmen Of America

Rebecca Lodge

Knights & Ladies Of Security

Gateway Lodge

International Workers of the World

Free Masons

Ancient Order of United Workmen

Some cars carried a small tag by the license plate that bore the letters K I G Y which meant " Klansman I Greet You "

The author was working in a field and stopped to eat lunch on the porch of a farmhouse. Between the steps of the porch a paper could be seen lying on the ground. Upon being fished out it read

I would rather be a Klansman dressed in robe of snowy white
Than to be a catholic priest in robe as black as night,
*Cause a Klansman's an American with a soul he calls his own
And he doesn't owe allegiance to a Dago Pope in Rome.

All of the larger ethnic groups had lodges but they would hardly be called secret societies. As the immigrants grew older and the second generation did not converse well in the foreign tongue, meetings were conducted in English. Then, as the attendance fell

still further, the Swedes, Danes, Norwegians, and Finns amalgamated into one club and called it the Scandinavian Club. The eight-hour day, the five-day week, and the designated holiday were all nurtured in labor societies.

Henry Willener attended IOOF meetings in the Community Hall. Then he and Jay Coffee both worked in the crew that tore down the Flavel Hotel and they both of them worked on the construction of the Odd Fellows Hall with the salvage lumber. The IOOF Hall was across the street from the fire station.

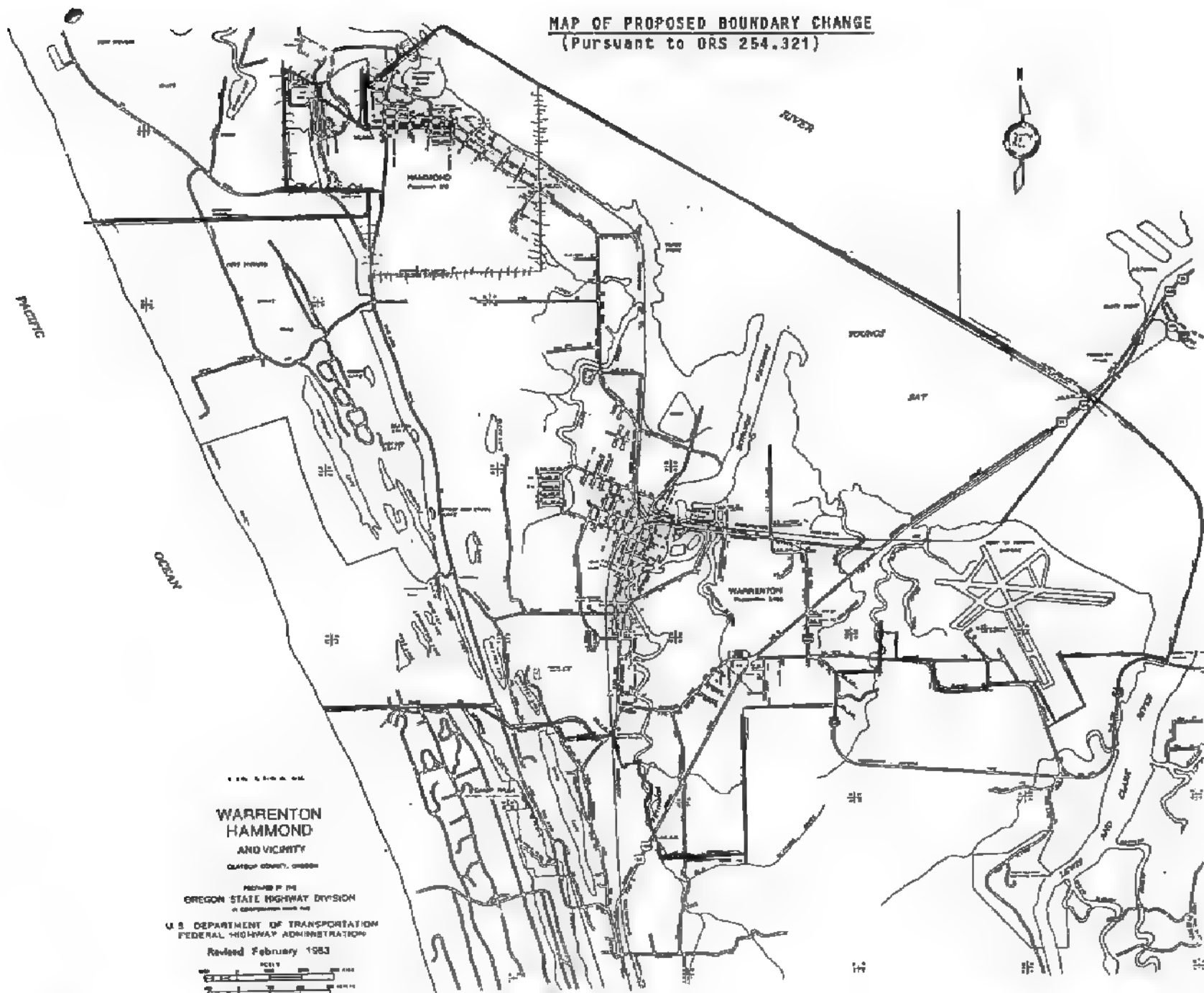
Around 1917 there were 5 razor clam canneries in Warrenton. Vincent 'Smokey' Day, a full-blood Clatsop descendant of Chief Cobaway, once dug over 500 pounds of clams in one 2-tide day. Smokey was not a large person but he was tough as shoe leather. He worked at Bioproducts, a fish reduction plant, during WWII. If he failed to bring a lunch--which happened--he would poke around the fish bin until he found a small flatfish that had been shoved off the fillet table because it was too small to bother with. This fish Smokey would cook on a spot on the front end of the boiler that he kept highly polished. Then he would eat it with his jack knife.

One morning two men drove a team with a light wagon down to the Peter Iredale beach to look for net floats. The floats escape from Japanese fish nets and they range in size from 4 to 18 inches.

But at the waters edge they saw a man's body awash..... They tossed the body into the wagon, covered it with a canvas, and headed for Warrenton. After a little bit they heard a noise under the canvas and they pulled up. The man was Smokey and he was still alive. Smokey himself said later " I choke and I puke, and I choke and I puke and after while I felt better" Then, totally drenched in the ocean wind, Smokey climbed on to the seat and rode with the other men into town.

When people are drowning they not only inhale water they also swallow a great deal and that induces vomiting. It is not known if Smokey was washed off a bar while clamming or if he fell off a boat. It is known that he was physically tough and resilient and he was well liked by the crew at Bioproducts.

MAP OF PROPOSED BOUNDARY CHANGE
(Pursuant to ORS 254.321)



**WARRENTON
HAMMOND
AND VICINITY**
CLATSOP COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised February 1963



A MONEY CRUNCH

The Clatsop County School Superintendent Byland wrote a letter to the State Superintendent of Schools and part of his letter is given verbatim:

" After the land speculation in Warrenton following the hope and hysteria of the railroad development of the 1890s and the steamship development around WW I, property was carried at inflated values on the assessors rolls. Using these values, bonds were floated to build the Grade School Annex and Gymnasium. However when it came to paying off on these bonds the tax payers lost hope in their investments and, finding no property sales in sight, balked at paying taxes. With no revenue to operate the schools, the district was in a sorry plight. The City of Warrenton came to the rescue however and made a loan to keep the schools operating. Oregon law says, however, that interest and bonded indebtedness takes precedence over other obligations, so the operating capital still wasn't present. So, a long look was taken at property values since the taxes seemed to be too high and, upon re-appraising the land, the District valuation was reduced from over 3 million to less than 1 million dollars.

This didn't help much tho because the same revenue had to be raised. So the District in 1927 paid its' teachers with warrents which is a bankers term for an IOU that bears interest. However the District had no money to pay salaries or interest on the warrents of 1927. So they issued more warrents in 1928. By that time the District owed \$ 61,000. and due to the lowering of the assessed valuation, the state limit by law became \$ 46,000. Nonetheless the District had a little money in the National Bank Of Astoria and in 1928 was hoping for better days ahead. Then February of 1928 the National Bank of Astoria closed its doors in insolvency. So the last nest egg was rotten and gone. Shortly thereafter, the bank brought suit against the District for not paying interest, on the warrents held, for \$ 20,000. Not that defaulting on bond interest and warrent interest wasn't bad enough, the next year, 1929, the stock market crashed and then times really began get tough in warrenton. Warrenton's image wasn't glorious from any viewpoint."

As time went on warrents were issued in smaller denominations because the merchants would accept them in trade for their own merchandise but they wouldn't cash a whole paycheck. Teachers rang door bells asking people to please pay their taxes. The warrents bore interest at 6 % and one teacher bought up teachers pay checks at a discount and made a pot of dough.

When the Attorney General was asked for advise, he said to shorten their lines, issue "refunding bonds", pay current expenses and interest, and consider closing the high school.

The Dust-bowl migrants were starting to trickle in to the northwest in hopes of finding rain, jobs, and a new place to live. They found that cheap rent and taxforeclosed land in Warrenton was very attractive. The tax foreclosed land was sold at public auction on the Court House steps by the County Land Agent after a prospective buyer petitioned to have it sold and the Land Agent placed a minimum or starting bid on the land.

The Port of Astoria owned a cannery for peas in the late 1930s. The P. J. Burk Co. had gone bankrupt a couple of years earlier and the Port had taken over the cannery, which had a capacity of 300,000 cases a year. A canneryman from Salt Lake City, Max Lehman, leased the cannery from the Port and had 600 acres of land committed by February and was trying to double that figure before planting time. There also was a W.P.A. pea cannery in Astoria and it apparently was at the first fish lab building by the P.P.L. power house. A County Agent was attempting to get a car load of peas together to be shipped to the scorched mid-west in July 1935. At that time there was considerable acreage of peas planted in the Flavel or Tansy Point area.

In the late twenties, at least, but before social security and the Depression, the County operated the so-called "poor farm" on the road to Jewell. It was located on the site of the Forestry Department building which one leaves on the left on Highway 202 before reaching the Walluski Loop Road.

There were three buildings, one of which had private rooms for the indigent residents. Frank Mudd was the general manager and Fred Britz did the labor that was too strenuous for the residents. The farm had a garden, horses, and cows. Any surplus food that was produced, like milk, was sold at least part of the time. The Farm had only male residents. At about this same time the County made a grave yard available for burying people who couldn't afford a site in any of the many cemeteries in the county. It was popularly called 'paupers grave yard' and it was located adjacent to Oceanview Cemetery and also adjacent to the garbage dump road.

It hasn't been maintained and is now quite overgrown with alder trees.

In the 1950s the Warrenton PTA was quite active with several programs in operation. The PTA sponsored 'Learn To Swim' classes that were quite large and children from communities as far as Astoria came to the two-week classes. The Colonel at Camp Rilea allowed swim classes to be held in the Camp Rilea natatorium part of the time and classes were also held at Camp Kiwanilog and at Coffenbury Lake. School busses shuttled children to and fro all morning long.

The PTA not only endorsed fluoridation heartily but shepherded it thru the city vote and then thru the usual year-later revote. There was some grouching from Hammond that Hammond didn't get a chance to vote on the matter but it turned out that Hammond, thru the years, has consistently turned out a stronger 'YES' vote than Warrenton has.

Fluoridation is only a tempest in a teapot but Oh! what a violent tempest it usually becomes! Technically it's a no-contest argument. The cost is minimal, it is tasteless, it does no harm, and if a 'teenager in Warrenton does have cavities now, without fluoridation that youth would have three times as many. Altho there are vague claims of pipe corrosion, the pH of the water and the presence of chlorine disinfectant vastly out-weigh the fluoride effect.

Up into the 1930, horses were used to pull beach seines as a method of catching salmon. A half dozen teams of horses were driven in a circle so that each team in turn could hook onto a seine becket and pull the seine, with it's catch of salmon, ashore a little bit. The salmon were nudged toward a slight cod or bunt in the center of the seine.

Some horses didn't splash their feet right in the water so they were unsuitable for use as seine horses. During the fishing season, horses were stabled in barns built on piling right on the seining bar. The seine bars were leased from the State, and since there were a score or more seine grounds, it added up to quite a few horses.

At the start of the century, Washington and Oregon each claimed ownership of the entire estuary because of the riches it contained. The matter finally reached the U. S. Supreme Court and it was held in 1908 that the Washington-Oregon border is quite close to the Washington shore. This ownership right actually reached a National Guard confrontation at one point.

Back to the horses, they were turned loose to forage for themselves thru the winter and there is a registry of horse brands (but not cow brands) in the Clatsop County Court House. Allen Goulter and Moses Hershey supplied seine horses to the canneries from the large herds that they maintained. Finley High built a large barn in Warrenton to feed these seine horses and in 1990 it still stands. It measures 110 feet by 100 feet and the roof has 3 ridge poles. The loft was the hay-mow and the ground level was all open and in which the horses could mill free.

Some seine horses were put on range on the beach lands south of the Columbia River and this became at once a major nuisance to the property owners. Oregon has a law now that if domestic stock does damage or is hit by a car on a roadway, the fault rests upon the animal owner. Not so then, but the home owners didn't want a herd of horses in their yards and gardens and their complaints fell on deaf ears. To cope with the problem the beach people incorporated the town of Clatsop, which was 14 miles long, in 1870. Then they hired their own enforcement officers and passed a law against stray stock and range grazing. The municipality was dissolved in 1911 and Gearhart was incorporated (after Phil Gearhart).

Warrenton has had its' share of reduction plants. Reduction means to reduce animal carcasses to oil and meal. The animals can be either fish, whales, or slaughter house trimmings. The Warrens had a slaughter house on the opposite side of the Skipanon at the end of the Grade School Road, extended. There was a bridge there then. Later the the Matesons had one near Tansy Point. Astoria had a hemlock tannery early on.

Charles De Force operated a reduction plant for salmon trimmings in a plant mounted on pilings in Youngs Bay, just off the end of the Skipanon in 1913, and the piling still remain in 1990. James De Force had a salmon scrap reduction plant located at Smith Point in Astoria in 1890 and the odor wasn't very popular, which is probably why the later plant was built on piling off-shore in Youngs Bay. Actually the odor is much less than that of a sulfite paper pulp mill but it doesn't provide jobs for as many people so that doesn't mitigate the smell.

There are two distinct types of reduction plants, dry rendering and wet rendering. The older plants used dry rendering wherein the raw salmon scrap was placed in a jacketed and agitated, cylindrical, horizontal tank and cooked for many hours until it was boiled dry. The fishy odor was markedly augmented by the fish not being 'fresh'. The oil was squeezed out by placing the cooked fish in canvas cloths, stacked one on top of the other, pressing them all at once in a vertical hydraulic press for an hour or so. The oil would be unmarketable today (being very brown instead of light yellow) and the meal was sold for fertilizer. Neither was suitable for feed or soap or much of anything.

Around 1920 it was found that if a little fish meal of good quality was incorporated in the ration of a laying hen or a broiler chick dramatic production results are obtained. Consequently dry rendering for fertilizer ceased but ~~redwatt~~ by any name had an odious memory. In 1928 Warrenton had an ordinance prohibiting reduction plants but Bioproducts operated a salmon and tuna scrap reduction plant from about 1948 to 1974. It was about 300 feet back from Warrenton Drive and under urging from the DEW by mail, it was found that with no substantial expense the fish odors from the driers could be destroyed in the boiler fire box. There is an excellent chance that the pulp mill odor could also be destroyed the same way, if it can be entrapped. A persons sense of smell fatigues very rapidly and, without fresh air for comparison, that person is soon unaware of an off-odor.

Whaling is a special kind of reduction and dates far back in history. Whalers used to save only the oil from whales and they recovered only a portion, maybe half of the potential oil. In 1912 the United States Whaling Co. processed 186 whales at Port Armstrong on Baranof Island, Alaska. That same year the Alaska Whaling Co. flensed over 300 whales at Akutan (out on the chain near Dutch Harbor) but they did nothing with the carcasses. They left 200 carcasses in Akutan Harbor and another 100 inside the Bering Sea. The Coast Guard considered the carcasses to be a navigational hazard and told the Alaska Whaling Co. to get rid of them. So the next year the company went back and turned the 300 carcasses into fertilizer as did the U.S. Whaling Co. at Port Armstrong. Some said that that made enough odor to go around the earth three times. In 1912 the American Pacific Whaling Co. at Westport Washington processed whales and made the carcasses into fertilizer. But the trouble was that their gunners only mortally wounded several whales and they washed up on the shore after they died. There were many hundred whales killed per year.

Bioproducts whaled in Warrenton for five years. The company received three sperms and two humpbacks in 1961, one finback in 1962, five fin backs in 1963, one sperm in 1964, and one finback in 1965, for a total of 13 whales.

Against these dozen whales are the thousands & thousands that have been killed on the Pacific Coast of North America by the whaling station at Akutan in the Aleutians and Port Armstrong, the Canadians at Graham in the Queen Charlottes, the Canadians at Naniamo and Coal Harbor on Vancouver Island, the Americans at Aberdeen, Westport, and Richmond California. Then all of these together are small potatoes compared to the Norwegian and Japanese take plus the whaling at the Cape of Good Hope.

The Japanese at least eat their whales since their food supply is deficient in animal protein. And if you ever watched a battery of chicks NOT grow on a diet deficient in animal protein, you wouldn't extoll the virtues of a vegetarian diet. Vegetables are deficient in the essential amino acids cystine and lysine.



Al Elliott holds a disarmed 90 mm harpoon
 Harold Carrington holds a flensing hook
 Orvo Piipo looks very skeptical
 Mark Dossier has calk boots and flensing knife
 Lyle Anderson's hands must be cold
 Rich Carruthers holds a flensing knife
 On the whale deck are flensing hooks
 Bioproducts early 1960s.



Finbacks are a baleen whale that feeds chiefly on euphasids, a small shrimp-like crustacean, which are strained out of the water when the bulbous tongue is rolled around. The harpoon is inside the whale. Bioproducts, summer of 1963.

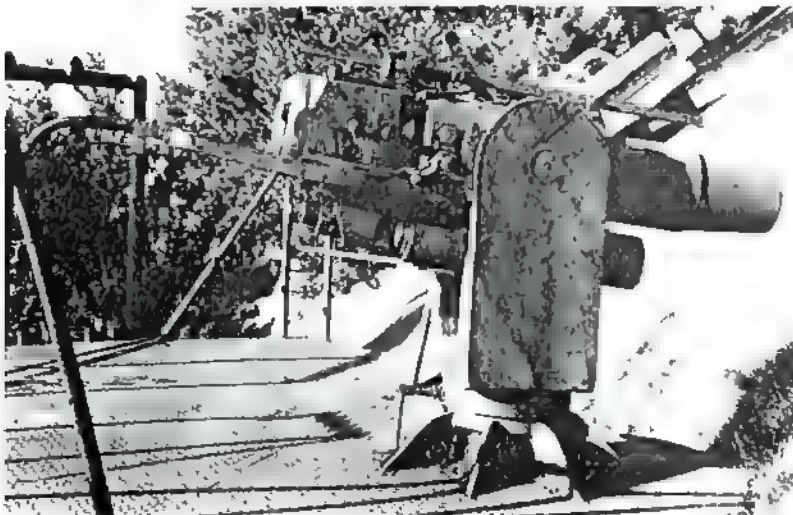
Due to their size and rarity, whales draw crowds with a magnetic attraction. The word seemed to get around and there always seemed to be a crowd and it was thot at times that there were 1200 to 1500 people present with some coming from as far away as Portland--even in the middle of the night. Not knowing what else to say, people tossed puns profusely. During the flensing part there was practically no odor at all yet a large per centage of the spectators walked around holding their noses all of the time that they were there. Some scientists from Oregon Health Science Center walked around with a tiny scalpel in hand, quite perplexed about getting a sample from a 50 ton whale.

Humpback whale meat has a slight taste of seaweed. If it is spiced up a bit, most people are unaware that it is not a beef roast when they are eating it.

The oil from this operation was sold to Mount Hood Soap Company in Portland, the bones were dried and ground up for flower bulb fertilizer, and the liver was 'washed' with oil to extract the vitamin A. The loins were chunked, cofled, ground, sacked, and frozen for dog or mink food. A few whale knick-knacks were sold to the curious procession of visitors.

The venture was not profitable for many reasons. There wern't enough whales, the whales that were found were so far away that the huge, hot hulk spoiled on the way in, the market for whale parts belonged to a different era, fish reduction machinery isn't suitable to handle animal meat, the whales were always landed at off hours and required far too much over-time work, it wasn't satisfactory to own or to contract a killer boat, and America was entering an age of conservation. Every one of these reasons taken alone could have quashed the venture.

Whales can store oxygen not only on the hemoglobin of their blood but also on the myoglobin in their flesh. This enables whales to remain submerged for long periods of time--legend has it to be one hour. Fine and dandy. But what do the whales do with their carbon dioxide? Humans can live in an atmosphere



Bioproducts' 90MM harpoon gun

that contains 4 % CO₂ but if the concentration builds up to 6 % we are in trouble, and at 8 % we lose consciousness because the pH of our blood is changed. It works both ways. If we stand and breathe rapidly and deeply (hyperventilate) we get dizzy from losing too much C O₂.

Whale blubber is not monolithic depot fat. It is thick, fibrous, fatty skin and since

it is quite fibrous, comes the question: Does it have a well developed vascular system? If it does have a blood supply, is it possible that there is an exchange of CO_2 from the blood to the blubber oil? CO_2 is readily soluble in oil. It is not known in this sequestered corner how long a deep-diving whale, like a sperm, remains at the surface after diving.

FISHERIES

During the latter half of the 1930s, two important things happened in the local fisheries. One was the discovery of commercial amounts of albacore off the Oregon coast. The north Pacific is a great, slow-moving whirlpool, and as the waters, warmed in the tropics, swing past Japan and then the Aleutians, they bring a warm current of water flowing southward past Oregon. It is called the Kuro Shiwo and albacore inhabit this warm current. When it was discovered that the fish were there, a local fishery was developed, post haste.

The albacore appear around the middle to the end of summer, or, not at all. The warm current might be 5 or 10 miles off shore or it might be 100 miles off shore. The albacore are caught by trolling pole, hook, and line, using a lure. Like most fish, albacore has to be precooked before canning because a substantial amount of water separates on cooking and also quite a bit of oil drains from the steaming retorts when the albacore are precooked. Then the albacore are generally packed in small 'half-flats' with salad oil.

The other fishery development was the sudden appearance of pilchard off the Oregon coast in 1934. The Oregon Legislature revised the fishery laws to allow the reduction of an edible fish to oil and meal. A sizeable reduction fishery rapidly developed and some pilchards were canned. The pilchard is a herring-like fish found all along our Pacific Coast. Most of the canning was done in pound ovals in tomato sauce. There were three floating reduction plants and at least three shore plants. They were all at Tansy Point in Warrenton.

The ships were the Santa Cruz, the Redondo, and the Mira Flores. The shore plants were Joe Anderson; Jumbo Thomas and W. C. Edwards' Pacific Marine Products; and Ed Davids' and Max Berg's Del Mar Fisheries.

Some big California seine boats from the anchovy fishery, some herring boats, and some salmon seiners all fitted out with pilchard seines. It was a boon for the dust bowl migrants because they could walk into a reduction plant and be hired on the spot, no application forms to fill out, and no responses "Don't call us, We'll call you".

It was a big deal for five years, 1935, 1936, 1937, 1938, and 1939. Together, in one day, the three floaters received 800 tons of fish brought in by 12 seiners. Pacific Marine Products ran 400 tons of fish a day in the first week of its operation. Some pilchard were also landed at a reduction plant in Aberdeen.

Then in 1940 the fishery started out all right but almost at once came to a screeching halt. No fish. So the big seiners folded their nets and silently stole away. The plants named above varied in size and they and they didn't all run for five solid years by any means. One man started up a plant in 1940 but it stopped almost instantly when the fish ran out. He lost his shirt. The defunct Pacific Fishermans Yearbook gives many interesting details of the pilchard fishery.

Pilchard are a fish similar to herring and one of the unusual things about herring is that they swim in large schools and if for some reason a gravid female delivers eggs, Bingo! The entire school spawns instantly. If the spawn is released in a favorable location, like where it can cling to brush driftwood that is out of the surf, it will be a successful spawning and a bumper crop will be produced. In the open sea, the surf and hungry fish will allow none to survive. This makes the prospect of introducing spawn from Europe chancy but not impossible.

SOME RED LETTER DATES IN OREGON FISHERIES

1840.....Salted salmon packed west of Longview at Oak Point
1866.....In hand made cans, the first Columbia River salmon was packed at Pillar Rock
1880.....Disastrous storm for Columbia River gillnet sailboats
1903.....First Iron Chink used for lower grades of salmon
1908.....U. S. Supreme Court sets OR/WA border close to Washington
1914.....Sanitary can with a gasket replaces hand-made cans for salmon
1914.....Whales landed at Aberdeen
1926.....Fish wheels declared illegal in Oregon
1933.....Bonneville Dam became the first of the salmon killers
1934.....Grand Coulee Dam choked off the upper Columbia salmon run
1934.....Salmon traps declared illegal in Oregon
1935.....Oregon law allows unviscerated pilchard to be canned
1935-39..Large pilchard harvest
1938.....Albacore run found off Oregon coast
1939.....Vitamins A and D recovered from fish livers in Oregon
1940Seafood lab established at Astoria in old wooden pea cannery building
1941-1951.Vitamins D and then A made synthetically
1944.....Beach seines declared illegal in Oregon
1944.....Shad caught in upper Columbia
1955..... Shrimp fishery started in Oregon
1958.....Whales landed at Warrenton
1972.....U. S. Sovereignty declared 50 miles of shore
1974Belloni/Bolt Decisions favor Indian catch of salmon
1976..... U. S. Sovereignty declared to extend to 100 miles off shore
1986..... Small catch of scallops and squid found off Oregon coast

SAWMILLS

Forests, logs, and sawmills have provided the most stable, year around employment of all industries for Warrentonians. Douglas fir is unsurpassed for house construction. Close-grained spruce is stronger for its' weight but not for its' size. Douglas fir resists rot better than spruce, hemlock, or alder but not as well as Western Red Cedar, Port Orford Cedar, or Alaska Yellow Cedar. Termites eat Alaska Yellow Cedar voraciously, and there are termites in Warrenton. The winter-wood of alder is white so sliced plywood made from alder has a unique white line that would make nice interior doors and a small industry could slice venier for shipment to the large door manufacturers. Alder and western Big Leaf Maple are used for furniture. Sequoia gigantea or California Big Tree puts on a lot of wood fast as it grows and it might make shingles but it is by far too brittle for framing lumber.

In Warrenton Douglas Fir grows too slender for Christmas trees but Grand Fir and Noble Fir do nicely. A mile or two further inland from the ocean Douglas Fir makes Christmas trees if they are carefully pruned.

At Klutchy Creek on Highway 26 20 miles or so south of Seaside once grew the worlds largest Douglas Fir until the Columbus Day Storm in 1962 blew it down.

Carlos Shane homesteaded the land adjacent to Fort Clatsop and his land had a stand of spruce that was about 10 feet thru at the base. He couldn't get the logs to a saw mill so he bored holes and split the logs with black powder and burned them. To remove the stumps he built a roaring fire between two of the roots. Then when the fire simered down to a bed of coals, he shoveled dirt on top of the coals, burying the roots with the coals. As long as the coals were kept covered and constantly tended, the coals would stay alive and consume the roots but it would take a day or two or more. It was called charpitting. One man could go around and around and charpit several stumps at a time.

D. K. Warren bought a sawmill in Warrenton from Frank Kelley in 1890. It was called the Old Oregon Mill and it had a crew of about 25 Japanese. They lived in a long house on the Seaside side of the Skipanon on the ocean side of the road that crosses the Skipanon in downtown Warrenton. Warren sold the mill to H. A. Muffley of Seattle but the mill burned soon after.

Patterson, Plue, and Trembly had a mill called Warrenton Lumber in 1920. Another mill of that time was that of E. R. Smiley and Jake Lambert. The Smiley-Lambert mill was located on the Seaside side of the Skipanon and close to the tracks. There also was a shingle mill in Warrenton around 1940, of which Richard Roles was president and Charles Bronson was vice president. Due to the down-time for repairs, sawmill workers called the Warrenton Lumber mill Haywire No. 1 and the Smiley mill Haywire No. 2.

With Arthur Prouty as president, Walter Prouty vice president, and Ted Dichter sec.-treas., a Prouty mill was started in Seaside on 12th Street. They soon felt handicapped by the lack of water freight and moved to Warrenton. The Prouty mill ran in Warrenton from 1921 until October 1953 when it closed due to inefficiency. It had a band saw head rig to make (square) cants and the cants went to a gang saw. It had a wigwam sawdust burner, sawed fish box shooks, and made broom handles. The major product of course was dimension lumber, surfaced.

Youngs Bay Lumber Co. was located very near the site of the Clay Plant and started operating in 1941. It was dubbed the 'Swede Mill' since its saw blades were made in Sweden. The saw blades measured 4 feet by 4 inches, were thin, were used as a gang in a sash holding up to 10 or 15 blades, and they reciprocated up and down. The gang saws were used on cants made by the twin saws in the head rig which was fed with a shot-gun (high speed return) carriage. Once on the return it over-shot the stopper cushion and went out thru the end wall. The saws had an 8 inch excursion and made the trip up and down again in 1 second. The mill had 60 to 70 employees and after it stopped operations here it was shipped to Roseburg.

Warrenton was without a sawmill for a couple of years or more and some of the unemployed workers bought working shares in the Astoria Plywood Cooperative. In 1955 Don Jensen, Ted Bellingham, Cecil Elliott, and a man named Jepson built a mill called Warrenton Lumber Co. and operated it for a while. In 1963 Dant and Russell, owner of several mills, bought Warrenton Lumber Co. and called it Warrenton Corporation at first but changed to calling it Warrenton Lumber Co. before long. In 1969 a fire burned most of the mill but it was rebuilt in 1970. Several local people had some stock of Dant and Russell and Martin Nygaard traded some logging equipment for stock in Dant and Russell. A Dick Baldwin was president of D & R but this man was not Warrenton's former city manager. Then Dant and Russell expanded too fast or the lumber market fell or something but they couldn't meet all of their obligations. They operated 9 mills by now and a Joe Heigel of Portland was President. They had been selling stock "over the counter" to finance their mill purchases but some of the investors became wary and started to sell their stock; so the price fell to less than a dollar a share. In 1977 it was listed on the Pacific Coast Exchange at 14 1/2 a share.

Crown Zellerbach had a lot of timber in the area and they bought the bankrupt mill fair and square in 1985. But they said that as new owners they didn't have to recognize the seniority that some of the crew had built up, so these seniors would be given a cut in pay and all workers would start again as freshmen, and on probation.

Then by 1986 hostile takeovers became a way to make a fast buck with leveraged financing and an international corporate raider named Sir James Goldschmidt raided Crown despite all of Crowns delaying maneuvers.

Sir James divided the Crown purchase into 4 parts: Gaylord Containers, Eczel, Wauna Pulp Mill, and Cavenham Forest Industries. The latter owns some timber and Warrenton Wood Products--the new name of the Warrenton sawmill. When Cavenham, the name of a town in England, started in 1986 the crew was given \$ 1. per hour pay cut, then the next year they were given another dollar an hour cut.

The mill itself is actually two sawmills in one yard and they are called the big mill and the little mill. Each mill has twin band saws for the head rig, is computerized, and places logs by end-dogging. The head rig band saws are 14 inch and the resaw bands are 12 inch. The edgers are changeable from metric to English dimension and both are used. Barking is done mechanically and scrap lumber is reduced to chips which go out by scow to pulp mills. Logs are received by truck from Cavenham forests and by raft from loggers. Lumber, some green, some kiln dried, some shed dried, is trucked to Astoria, Portland, and Seattle for distribution by boat, rail or truck.

Several local people lost money in the Dant and Russell Bankruptcy and among them was Martin Nygaard. His father, Andrew, and his uncle, Ingvald, had operated a log dumpstation at 3rd and Anchor in the 1950s while Martin was in the woods logging. There are log dumps and sort yards in several places locally. Martin decided to trade some of his logging equipment to Dant and Russell in exchange for company stock. Then Dant and Russell went broke and Martin was left without his gear. However somehow he got enough capital together to start a sort yard at Tongue Point. The area was small and it was a behive of activity. There are three parcels of land at Tongue Point. The Coast Guard Base is on the down stream side of the Point and the Job Corps is on the upstream side. Upstream and adjacent to the Job Corps Training Center area few acres of flat land and deep water which was a naval base during WWII. Also rows and rows of liberty ships were moored there in WWII. When Martin got set up at Tongue Point he leased some of the flat land from the State Land Board but it appeared to them that the land would be more suited for use as a site for building modules for off-shore oil drilling platforms and they refused to renew Martins lease. Instead they leased the land to United Module Fabricators who built a module or two but moved to a more attractive site and the place has been vacant since.

This left Nygaard without a site for his sort-yard but when the magical word of "jobs" is used, all sorts of suitors appear with that in hand.

The Port of Astoria has the authority to condemn and take over any property that will further their purpose and their interests are viewed skeptically by most land holders. The Port eyed Tansy Point and began flexing their muscles a little.

Eben Carruthers, a wealthy self-made inventor, owned the land between N. W. 14th and N. W. 15th from Warrenton Drive to the River. Eben and others engaged John Haugh, a portland attorney, to represent them and this delayed the Port action. Eben thot that the land had such an expansive view that it should be used residentially.

and he made an outright gift of the tract to the city, with a reversionary clause, however, if it were not so used. Then Ebens health failed and Warrenton lost one of its' outstanding citizens.

Guy Glenn, a Long Beach Washington attorney, and his wife, bought Pacific Shrimp, which was in excellent health at the time. Pacific Shrimp had been started in 1957 by George Muskovita (a drag boat fisherman), Al Conger, Joe Anderson (a fishery entrepreneur), and Ivar Went (a Seattle fish broker). The next year Kenneth Berg (an accountant from the demised Pillsbury Flour Mill and Grain Elevator at the Fort Docks) bought out Al Conger's share.

For various reasons Pacific Shrimp declined in health somewhat and then Nygaard appeared on the scene with strong backing from the administration of Warrenton.

Pacific Shrimp and Plant 2, Bioproducts, are both on railroad right of way but the structures were separately owned.

In closed door meetings the Warrenton City Commissioners put together a complicated package deal. Closed meetings are legal when discussions are held on property negotiation or personnel character; not otherwise.

There were over 20 separate facets put together to make the whole package and it was a fine piece of resourceful statesmanship. Some of the parts were: Securing lottery money to build N. W. 13th Avenue; Purchase of the railroad Right of Way; law suit over possession of Pacific Shrimp; law suit over the industrial use of the Carruthers gift land; satisfactory financial agreement with Nygaard for use of City land; resolution of wet land usage; and purchase of Plant 2.

Nygaard started log-sort operations at Tansy Point in 1986 on a limited basis but got his act put together steadily. Entrance was on N.W. 14th and the street soon became impassable. It had been built for horse and carriage traffic to the Flavel Hotel almost a century ago and it sank under the pounding of log trucks that are incessantly in a hurry. In 1987 N.W. 13th was pushed thru and vibrated down with extra heavy ballast. Warrenton Drive was painfully widened in the thick of tourist traffic and Alder Creek Bridge was widened.

The Carruthers reversionary title clause was resolved by making a cash settlement to the Carruthers estate plus building a Carruthers Memorial Park with a sort-yard look-out platform.

Bergerson Construction Co. rented the small pipe-line dredge of the Port of Astoria and with it dredged a mooring basin for Nygaards chip scows and tugs. The spoils were pumped ashore for a yard site and for a log deck.

The U. S. F. & W. L. Service had used the Tansy Point site as a down stream test station for many years and had years of reference data as experience. So a little mitigation pond was dug with a back hoe as appeasement.

The City of Warrenton now owned the entire ball of wax and now could lease the site back to Nygaard as a source of revenue to the city. Money wouldn't pour into the city's coffers instantly tho because the city had incurred

some indebtedness to pay off first. Measure 5 had put a grave strain on the finances of all government bodies in the state.

Nygaard uses Plant 2 for a truck repair shop and Pacific Shrimp for a chip blowing station to load scows.

The city gets \$400. a month rent for Plant 2, \$350. a month for Pacific Shrimp, and \$ 3180. a month for the yard--money that Warrentonians wont have to pay, after the debt is retired.

After N. W. 13th was clear, ballasted, gravelled, drained, and surfaced the government made threatening gestures in Warrenton's direction about destroying wetlands and said the land had to be returned to its' pristine semi-swamplike condition--green frogs and all. After the parties glared at each other a while the matter seemed to be dropped.

Nygaard carries a huge inventory of logs and the yard is cramped for space so they haul bark dust for a land fill south of N. W. 13 th and a block East of Warrenton Drive for a place to store export logs.

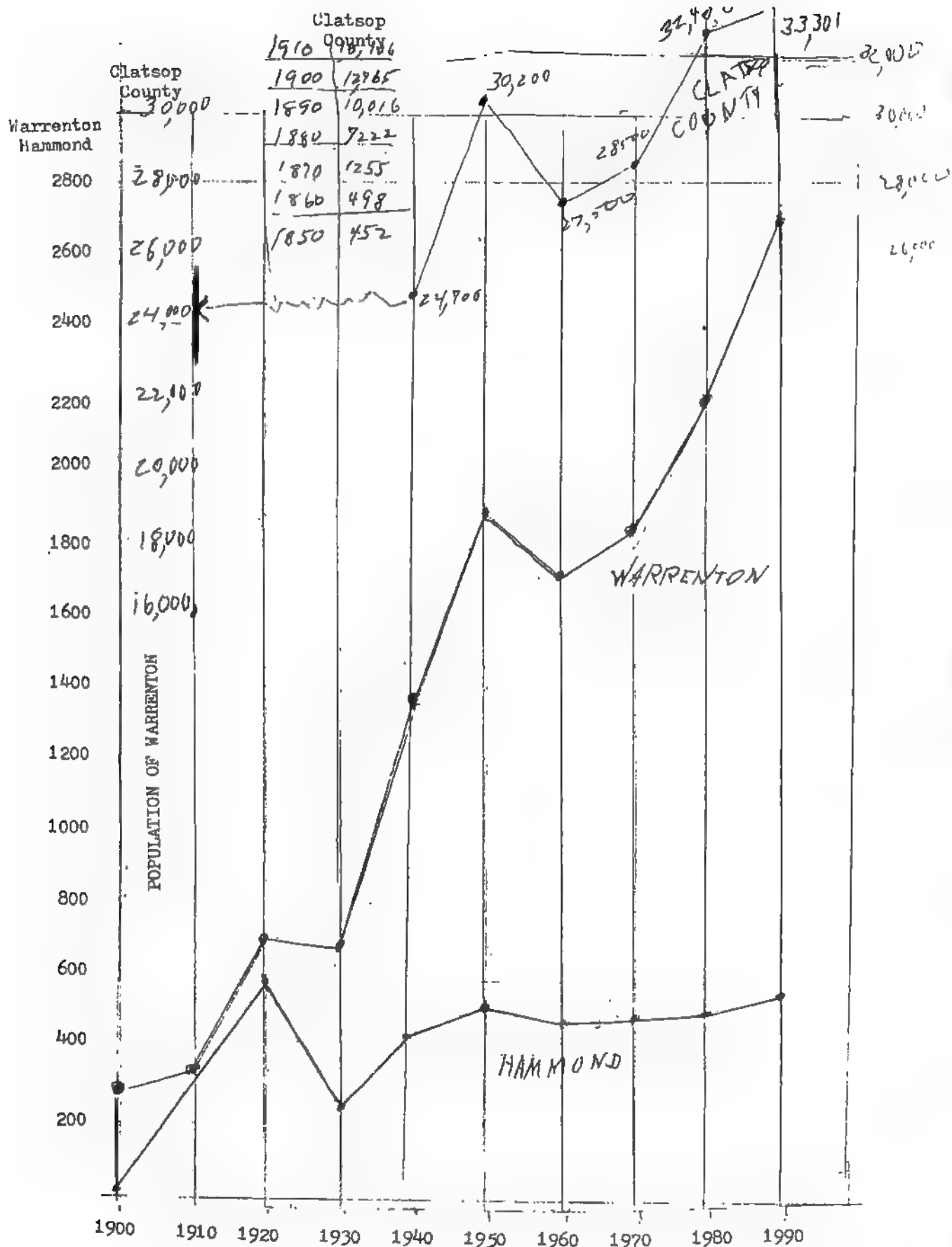
In the hey-day of the salmon industry, the packers sometimes loaded their seasons pack onto a scow at tax time. This scow was towed out into the river for a day or two while plant inventory was taken. Nygaard would have to have several ships to carry his inventory.

Give or take a few people there are said to be about 60 people working in the sort-yard. At times the plant runs 24 hours a day and there are several parts to the operation: Weighing or scaling, unloading trucks, re-mounting the trailer on the tractor, the office staff, the Plant 2 mechanics, the debarkers, the bark dust off-bearers, the log stackers, the loading of chip trucks, the loading of scows, the feeding of the chipper, sometimes the running of a shingle mill, the maintenance crew, etc.

The Nygaard Sort-yard critics complain about the noise from the chipper and especially about the noise from the barker. The barker is a tube made of 1/2 inch iron five feet in diameter and 30 feet long. The tube has teeth inside and as the log is also inside, the teeth gnaw the bark off the log when the tube is rotated. The loose bark falls thru slots in the tube onto a drag-chain conveyer. The bonging noise made by the log falling around inside the tube is very pervasive and varies greatly in intensity from day to day. The chipper is a heavy disc about 5 feet in diameter and fitted with heavy planer blades about 2 feet long. The logs

impinge on this rotating disc at a 45 degree angle. The disc is powered with a 500 horsepower motor and a log is reduced to chips in a matter of seconds. The chips are chiefly used for paper but some are used for particle board.

There is not much use for the bark. Some is used for garden mulch, some plants use it for boiler fuel. Bark briars are relentless so it isn't suited for making fireplace logs. Fir bark does not seem to contain taxol.



POPULATION

In general the population of Warrenton has shown steady growth except for faltering a bit in the 1920s and the 1950s.

In the 1920s property values were inflated beyond reality due to aggressive realtors trying to capitalize during a period of undue optimism about Warrenton's rosy future, abetted by John Q. Resident.

Then the Kelley Lumber Company and the Warrenton Lumber Company's sawmill burned. The population set-back was short-lived though since the Prouty Lumber and Box Co. and the Youngs Bay Lumber Company were still operating.

A more serious population loss occurred in the 1950s when the Prouty sawmill closed with no other mill operating. With salmon in serious decline, virtually no commercial clams, no tuna, and no pilchard, it took over twenty years for the population to regain its 1950 figure.

Despite these industry closures the average long-term growth rate for Warrenton is almost 30 people a year or 28.6 to be mathematically exact.

IMMIGRANTS

With the influx of people as Warrenton grew, one wonders where all the people came from. Genealogists find that as the wave of people sloshed Westward, most commonly they moved in groups, whole communities together. As Johnny Appleseed said "Get on the wagon rolling west or you will be left alone". A stellar example of that group movement can be seen right here in Warrenton.

W. S. Hamilton, his wife and 10 children, Jake Maize, his wife and several children, made the migration in the spring and summer of 1928. The party of 18 had a caravan of three cars, and a truck that had a large canopy. The small children rode in passenger cars with their parents and the older children sat on long benches that lined the sides of the truck canopy. Lee Buffington drove the truck to Warrenton and then temporarily returned to Missouri, from whence they started. The cars wheels had wooden spokes and at every stop the passengers piled out and wrapped wet gunny sacks over the wheels when they were in dry country. The young folks had a lark in the truck once spilling a bucket of pork and beans, intended for lunch, the entire length of the truck. At the cliché "spill the beans" a hearty guffaw is still heard.

Grandma Maize bought the Hulda Lee house, (a 2-story yellow building that was by Les Newton's garage) and changed the name Maize Hotel. Frank Maize entered the grocery business at 2nd and Main. The Hamiltons got jobs in the woods.

Finally over 100 people from Shannon County, Missouri, came to Warrenton and among them were the Hartleys, Culpes, Byrds, Martins, Ledgerwoods, Teagues, Johnsons, Smothermans, Dunns, and the Wilsons.

The Gramsons came from Seattle, the Baldwins from Eastern Oregon, Corkills from Nebraska, the Carringtons, Sagens, Boices, Fouts came from Dakota. Harold Gramson was born in Canada.

OIL

Northwest Oregon has intrigued geologists since early in the 1900s. Around 1910 H. C. Harrison, a machinist who worked at the Astoria and Columbia River car barns out near Alder Creek, dug a well at his residence which was near the Warrenschools. At 280 feet a gas pocket was struck that was active enough to blow water 10 or 15 feet into the air. Then the gas sustained a good flame.

After that, an oil well dug at Flavel, near Plant 2, showed a 'trace' of oil whatever that means-probably the driller snifted the drill bit.

In 1922 a 4808 foot well at the airport struck a trace of oil and a little gas.

In 1955 a 7101 foot well at Hoaglands Farm, a little way past Fort Clatsop from Warrenton showed laboratory traces. They are trying hard now.

There is a creek called Coal Creek between Nehalem and the Sunset Highway, that flows over a ledge of very low grade coal. It glows in the coals in a fire place but will not support combustion.

In the Lewis and Clark valley, in the region of the Crown Camp and the head works of Warrenton's water supply, prior to 1900, a man named Olson drilled a tunnel into rock, igneous or sedimentary?, purportedly in search of coking coal but we don't know what evidence inspired all that hard work.

In the Pacific Northwest the results of any oil well that has been drilled here, after a short delay period, can be obtained from

Mineral Records Office
Bureau of Land Management
P. O. Box 2965
Portland, OR 97208

Then a dozen or more attempts to find hydrocarbons have been made off-shore and on-shore from the Columbia River to Tillamook but they were mostly unsuccessful.

The one that was successful was the natural gas field at Mist around 1950. Several dry wells were drilled and then a consortium of Reichold, Shamrock, and Northwest Natural Gas made a strike in 1979 in Bruer No. 1 at Mist. The gas is in pockets in this field and the pockets, when found, become depleted.

Northwest Natural Gas distributes gas over a large area and Warrenton's distribution point is at the old Amax site. NNG pumps gas from various pockets to central storage in either the Flora or the Bruer pools. All in all, possibly 40 wells have been drilled in the 200 acre Mist field. The pressure in the Bruer storage pool may reach 1000 pounds per square inch at times during the year. The Mist storage reservoirs also receive pipeline gas from Alberta Canada at times.



This wornout 4-inch rotary drill bit was powered by a long pipe leading from above. High tech drill mud was pumped down the pipe to flush out the rock chips, cool the bit, and seal the wall of the hole.

NEWSPAPERS

Astoria's newspapers have overshadowed Warrenton's newspapers and they, in turn, have been eclipsed by the Portland papers. The first paper in Astoria was the Marine Gazette which was started in 1864 and lasted two years. It was followed by D. C. Ireland's Morning Astorian in 1873. It was a 4-page 5-column tabloid. This changed to a daily in May 1876, and at the same time they published a weekly. In 1892 a second newspaper called the Evening Budget was started and the Great Depression forced the two papers to merge into the Astoria Budget. This changed to the Daily Astorian much later.

There have been several Finnish newspapers in Astoria. The Unsi Kytimah 1881-1890 by August Nyland; the Weeklylannestari 1890-1906; the laborpaper Tovari 1907-1930. The Lannen-Suomestar started in 1922 and ran for several years but as the first generation Finns died off Oke Zatterlow changed the name to Columbia Press although he retained a page in Finnish for a while.

J.S. Dellinger, publisher of Warrenton's Port Oregon Tribune and later publisher of the Morning Astorian is said to have fabricated some wild yarns about Bullaby Lake on days when there just wasn't any news. This is how the Paul Bunyon yarns got started on a dull news day in the Great Lakes country: An editor told a reporter "Don't come back without a story". He came back and Paul Bunyon was born--and grew to quite a guy as other scribes got into the act. Dellinger also worked up some directories on dull news days around 1893.

Newspapers of Warrenton

Port Oregon Tribune John S. Dellinger, publisher, and Mason, editor established 1896 published Friday. Publication stopped in 1899. In 1906 D. Haley became editor of a 4 page 6 column tabloid price \$ 2. a year.

Warrenton News Emanuel H. Flagg, editor U.S. and Melba Hammel, press. Estab 1 F 1915. Published Thursday. Consolidated with Argus in 1926 stopped in 1929.

Clatsop County Argus G. Clifford Barlow, editor weekly February 1925.

Columbia Beacon Ralph Day editor Published Thursday in 1957 & 1958 Aida Day reporter

Columbia Press Started in Ast as Finnish newspaper, Moved to Warrenton May 1978

Publisher and editors Harold and Edla Allen Pub'd Friday Full size to tabloid

12 to 16 pp Sold to Gary and Julia Nevan in 1988 and published as a tabloid.

Columbia Harbor Defender was a mimeograph publication of several legal-size sheets prepared by pfc. Hal Allen working in the Guard House at Fort Stevens in 1942. Some of the Defender was printed in the Astorian Budget for the civilian community.

The way it turned out, Napoleon started it all. He needed food for his soldiers and he offered a handsome prize to any one who could preserve meat. A Frenchman, Nicolas Appert, in 1810 poked some cubes of meat into a wine bottle, stoppered it loosely, and boiled it, and boiled it, and boiled it, and boiled some more. The profuse boiling killed off the Clostridium spores and he chuckled all the way to the bank. The canning of meat spread to England then to America. Next Hume and Hapgood took the method across the U. S. to the Sacramento River to use on salmon in 1864. They made iron cannisters by hand, one by one, and to show that the salmon was red they painted the cans red. No labels, that idea hadn't dawned yet. Of course the outside of the cans didn't rust then either, but the trade mark persisted for a long time. Rust is iron oxide and there was not much oxygen space left in the "cannister" to form rust.

To tell if there were gas forming bacteria in the can they soldered it shut while it was hot. This left a slight vacuum in the can which sucked the ends in. If the cans spoiled, it bulged the ends out. It took lots of time, lots of thought, and lots of observation to deduce this. The vacuum does nothing to help the preservation since the chief bacteria that cause the spoilage are anaerobes and don't need oxygen. To shorten the boiling time they added salt to the water bath to raise the temperature. If they were lucky only one can in the wooden case spoiled but sometimes half of the cans spoiled. In 1881 spoilage was considered to be 1/2 %. Later, a man in Washington lost his seasons pack of 10,000 cases because of spoilage.

Sacramento salmon had a nearby fresh market in Frisco, so in 1866 Hume moved their equipment up to the Columbia river at Eagle Cliff Washington, 40 miles above Astoria. Salted salmon had been packed there in 1841 (and also at Oak Point West of Longview). After that salmon canning grew rapidly, extending to Klawak in S. E. Alaska in 1878. In 1881 there were 1400 sail-powered Gillnet boats fishing on the Columbia, not all at Astoria tho. The "butterfly fleet" provided a most picturesque era of the lower river fishery.

John W. Cobb as assistant agent for the salmon fisheries of Alaska wrote Bureau of Fisheries Document No. 751 around 1910 entitled "The salmon fisheries of the Pacific Coast." He was knowledgeable and was an icon in the industry. In describing the the Sacramento River pack of 1864 he said that they used wooden retorts at 6 to 12 pounds pressure and 250 degrees F. Now steam engine boilers were known and made by 1860 and when a 12 pound steel heating boiler blew up around 1930 in an apartment building in Seattle it carried away one entire corner of the building. So 12 pounds of steam in a wooden retort? Come on, John, Kwitcheekidn! Hapgood and Hume kept their 'bathroom' locked day and night and, as industry pioneers, told that wild tale for gullible competitors.

Cobb wrote a book giving his views on ways to improve the sanitation of

salmon canning. He thought that in-shore plants should be built on piling in a current of water because of the stench of entrails from a seasons pack that accumulates beneath dry land canneries. Seemingly, all fish canneries today are on piling but all abatoirs are on dry land.

Cobb also thought cuspidors should be placed by the fish butchers side. He said that they were going to chew tobacco anyhow and that it would be more sanitary to have spittoons than to let them spit on the floor with the fish. Cigarettes are said to have come into widespread usage between 1870 and 1880.

The pure food laws were just talked about then and had not yet been put into action. Coca Cola got its name then because the 'Pause that refreshes' was cocaine and at that time children cried for Castoria, a soothing syrup.

Wild tales run rampant about the excesses of salmon traps. At Yes Bay in Alaska a packer put a trap lead across the mouth of the Bay and took 100 % of the run. The Yes Bay salmon run never recovered.

Dr. Harvey, regional director of the Pure Food and Drug Administration told a meeting of the salmon packers at a can cutting in Seattle in the 1930s "If my son did the things that I have seen you packers consistently do, I'd have him put in the reform school".

Libby McNeil & Libby canned halibut for a short time. It was superb pack but due to the economic conditions and the vagaries of the halibut population the venture was not pursued.

In the 1970s it was found that if ALL of the oil is removed from fish, it is possible to make a dry, tasteless, protein powder. It is difficult to remove 100% of the oil on a commercial basis but with patience and fortitude it is possible to reach less than 1% oil on a dry basis. The trouble is that in a centrifugal separation of cooked wet material, it is difficult to get down to 1/10 th per cent. Then, upon drying, and reporting on a dry basis, the per cent oil bounces back up to the one per cent again. Solvents are frowned upon. But an acceptable product can be made. The U.S.F.W.S. set up a pilot plant on hake at Hoquiam, and sent samples.

The goal was to put FIC or fish protein concentrate in the bread of protein starved tropical countries. Bread made from three parts wheat to one part FIC is indistinguishable from ordinary bread, but (h) what wonders it does for nutrition. However in order to be of low enough cost for a free lunch for impoverished countries, the entire trawl net of fish has to go into the hopper AS IS. Yeah, that's right! Guts, feathers, and eyeballs!

Then the U. S. F. & D. said "Oh no! A discriminating housewife would not approve so you can't do that". Meantime, people starve in drought ridden countries because they can't find dandelion roots or even worms to eat. Ah, but our image is untarnished!

In the 1940s a pro forma pack was made of iron chink trimmings that had been

dewatered on a tangential screen. Then the fish was hammermill ground, canned in half flats, and retorted. The rating was excellent on all counts. It was useable as luncheon sandwich spread and as meat loaf on the dinner table, as examples. The U. S. government officials that were to buy it for foreign relief were apprehensive about image-tarnishing. Finally they conceded to extending an order for 100 cases of 48 half flats but no packer would tool-up for that small order.

HAND MADE SALMON CANS

Bill Wooton, veteran cannery man with CRPA in Astoria related that his first job in a cannery was making cans by hand in 1914. Before long the so-called 'sanitary can' was introduced with the 'first operation' and the 'second operation' rollers to crimp the rubber-gasketed lid on the can. Then they added a vacuum pump and sealed the can with a slight vacuum. Evaporated milk hung on to the old flanged lid for another 40 or more years. Here's how Bills story is remembered:

- Step 1 Lids and bottoms stamped out of tinned thin sheet iron
- Step 2 Concomittantly the ends are flanged for a lap
- Step 3 Bodies are stamped out.
- Step 4 Bodies are soldered in a templet
- Step 5 With the bottoms on, the cans are tipped at a 45 degree angle, and rolled thru a tray of molten solder to solder the chine only. Kero sene fires below kept the solder melted.
- Step 6 Can is hand filled with salmon.
- Step 7 The lid is placed on and soldered by rolling it thru the solder tray at 45 degree angle to solder the chine only.
- Step 8 A hole is made in the top by tapping it with a special hammer that had a 2penny nail a quarter inch long on the face.
- Step 9 On a conveyor the can goes slowly thru a sparge steam box in 15 or 20 minutes to heat it and expand the air.
- Step 10 Hole in lid top is soldered shut.
- Step 11 Can is placed on a cooler tray to be retorted under pressure

If you can see a dozen places where they must have had a peck of trouble, you're right! That's why they lost so many cans and why they switched to the gasket lid. The seam on the side of the can-body is still soldered and the spot where the side seam joins the top crimp is still the trouble spot in todays can.



Keep This CIVIL DEFENSE BULLETIN For Future Reference

The Fire Siren will be used to alert people in the Warrenton area of a Civil Defense emergency of any type. The Civil Defense signal using the fire siren is THREE blasts, lasting one minute each, with a 30-second interval between each blast of the siren.

Upon hearing this siren, please turn on your radio to the local station. Then call friends in the area to alert them to possible danger.

If evacuation is necessary in the event of natural disaster, (flood, seismic waves, etc.) go to Camp Rilea without crossing bridges, if possible. Camp Rilea is 60 feet above sea level which is higher than the Airport Hill. Facilities have been made available there, through the State of Oregon Military Dept., for people of the Warrenton-Hammond area for sanitation, warmth, and necessary cooking in the P. X. and theater buildings, #14 and #15.

When leaving your home, in the event of evacuation, take blankets, transistor radios, toys for small children, and other necessities for your particular family. Leave the lights on in your home after you have been made aware of the emergency. This will help to let others know that you are aware of an emergency and also help to prevent looting after you have left your home.

It is advisable to locate invalids in your immediate neighborhood NOW and plan with their family, or with them, a safe way to remove them from the area, if they can be moved.

Should any disaster alert happen during school hours, the students will be taken direct to Camp Rilea. DO NOT drive to the schools, as this will only cause congestion and delay.

Warrenton Area Civil Defense Unit

Dean G. Chamberlain, Local Director

Anyone having suggestions relevant to the above bulletin, please contact Dean Chamberlain at 861-1180, or come to the Civil Defense meetings. Everyone is invited to attend these meetings.

This was mailed to Warrenton box holders in 1965 with a 4 ¢ stamp. You guess, was it the cold war, an earthquake, or a tsunami that civil defense had in mind?

Except for a forgotten graveyard that is overgrown with weeds and trees, a few laws about banking, and a few about the stock market, about the only tangible evidence of the Great Depression that remains around Warrenton in 1990 are the results of the CCC boys. Timberline Lodge on Mount Hood was a WPA project as was the inventory of the county archives at the court house.

There were two Civilian Conservation Corps camps in Warrenton proper and of the two camps, No. 491 in the Cedar Loop, close by and south of the Grade school, was the more prominent. One of the supervisors was Bryson Lausch and this camp was composed mostly of Tennessee and Kentucky boys. The whole project was run on a quasi-military manner and Harvey was Commanding Officer. The big project at Warrenton involved sand.

The jetties were built to constrict the river mouth enough that the ebb tide would sweep the sand out to sea and thus prevent formation of the dreaded Columbia River Bar. This the jetties did but there was a serious side effect. The surf liquifies the sand and waves put it upon the beach. Then the wind gets into the act and blows the sand inland. Mostly only dry sand is blown by the wind but a good storm blows wet sand with ease, tons and tons of it. Sand is blown inland at least a mile from hairy curlers. The blowing sand stabilizes, more or less, in rows of dune ridges that are parallel to the shore. The foredune is often the highest with lesser dune rows further inland. However dune formation is an involved subject.

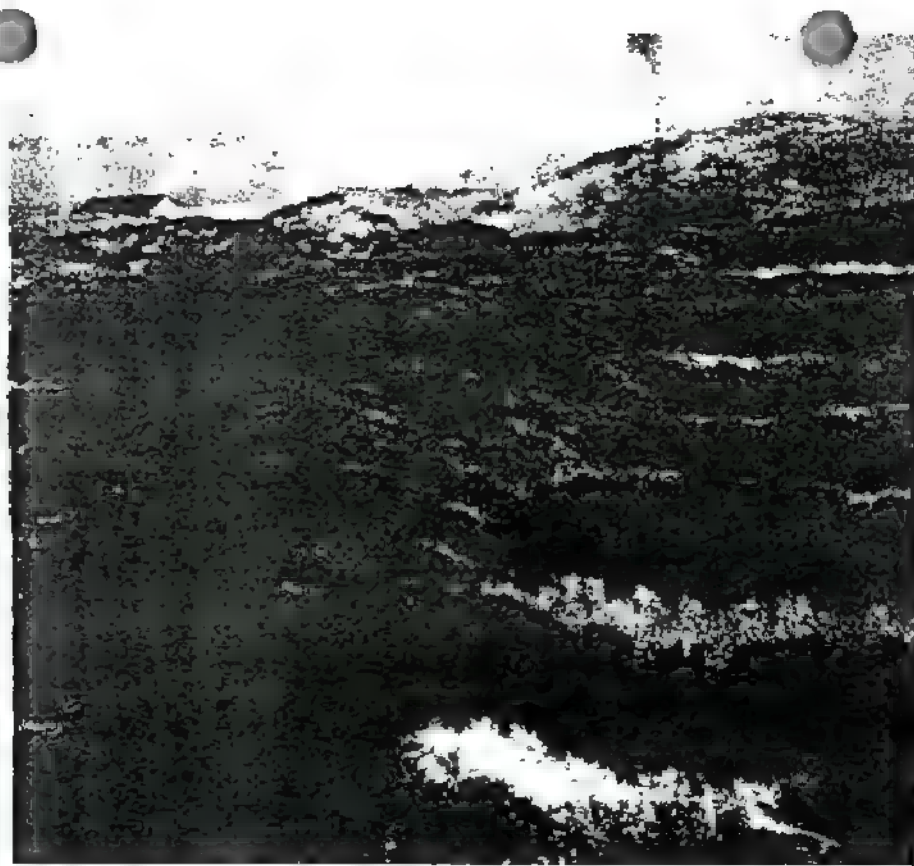
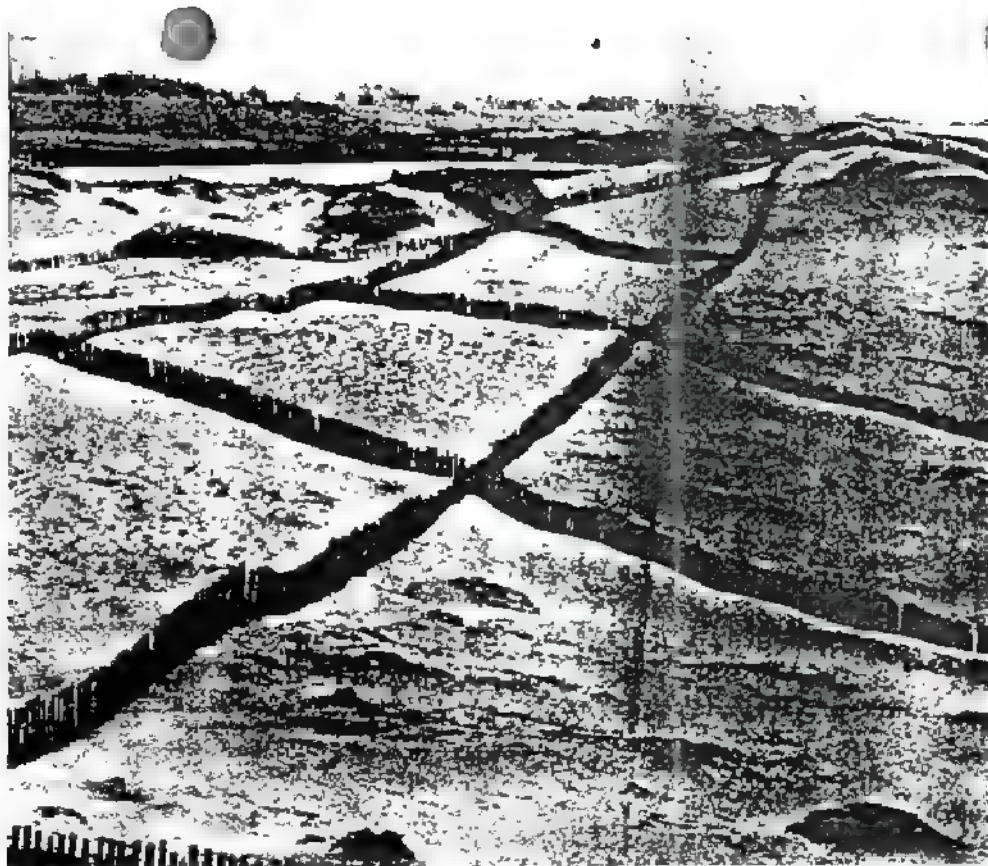
The blowing sand arising from the jetties was bad enough but its' devastating result was further aggravated by overgrazing by seine horses and some range cattle. Horses eat by browsing wherein they bite the grass off close to the ground with their teeth. Cows have no incisors upstairs so they graze on grass wherein they wrap their tongue around a bunch of grass, pinch with their lower teeth and yank. They get pretty good at it.

As a result of all this, there was a half mile strip of blowing, drifting, gritty, barren sand from the jetty 10 miles South to the Necanicum.

Some of Dave Killion's cottages at Columbia Beach were engulfed. Clam diggers carried two strips of canvas in their cars to be used on the sand that covered the 'two planks' (two for each side) of the road to the Peter Iredale.

The first step was to make a 'fence' of flat pickets to slow the wind down enough that it would drop its' burden. There is vast experience on using stakes in snow country. The stakes are generally placed in a checker board pattern because the wind swirls in willi-was and can drop the sand in surprising places.

The second step was to plant Holland Beach Grass in the quiescent areas behind the pickets. Holland Beach grass is sort of a reed that is like a corn stalk or spartina or any grass that adds new growth by sending another shoot up thru the center of existing leaves as they petal out.



Picket Fences Stopped Migrating Dunes

167

ows of picket fences partitioned off migrating dunes rectly west of Sunset Lake in 1937, but several years ter after the sand was stilled and beach grass planted e area took on an entirely different appearance. Today

the area is completely covered with vegetation. Beach grass, used by Holland to protect its dikes, is a star performer because in stabilization projects it actually grows better when covered by sand. The plants were

grown on a four-acre experimental nursery area that produced 20 million specimens annually until it was abandoned in 1948.

Wilderness Near Warrenton Saved 35 Years Ago

sand blows that take their toll on vegetation and touch off a perpetuating cycle of more erosion and more blowing.

Many people evidently don't know what it took to salvage 3,000 acres of dune area along the north coast from a barren, wind-swept wilderness just 35 years ago.

Migrating Dunes

As late as 1935, migrating

dunes, piled up and scattered aimlessly by sand-filled Pacific winds, covered fertile pasture lands, drifted into lakes and bargaged resort dwellings, highways and military installations along the coast.

The mass of shifting sand constantly inching inland caused enough concern that local residents and military

The required majority of landowners in the District later authorized strict zoning of 5,864 acres prohibiting grazing, tillage and home construction in the area closest to the shoreline.

The success of the dune stabilization project is evident today as much of the area is dedicated to recreational use and the rest to tax-generating

scars they leave heal very slowly."

While giving this reporter a first-hand look at the scattered trails dug out of the sides of slopes in the Del Rey Beach access area, Leach noticed a cyclist churning his way to the top of one dune just off the roadway.

Leach stopped his car, motioned for the cyclist to

"No."

So Leach climbed out of his car and pulled out his picture showing what the area looked like in the 1930s, explaining what caused the blows and what was done to stop them. He knew his story by heart.

"That's why we have roadways to the beach so you don't trample over the grass and rip it up," Leach con-

"Now"



A group of Civilian Conservation Corpsmen from Company 491 Warrenton line up in front of the Officer's Quarters more than 50 years ago. The four men in the photograph on the front page of today's Daily Astorian - who are in Warrenton for a corps reunion - are pictured here as follows: From left, Elmer Farrell is the third man. Austin Smith is the fifth man from the left. Charlie Brantley is the ninth man from the left and Charles Alford is the 13th man from the left. Commander John Parratt is the first man on the left.



the coast

audience put it: "A nickel looked bigger than a wagon wheel."

The \$25 sent home also made the difference for families living on slim means.

"One of the big things of the corps was the money that went back to feed your family," Brantley says.

When corps men were not working they could explore the area, playing in local baseball and basketball leagues, taking in a movie at the theater or having a beer at a nearby bar.

Farrell says he treasures the time he spent in the corps.

"I wouldn't take nothing for my time in that," he says. "I stayed six years and nine months. I wouldn't trade the friends that I made."

Company 491 at Warrenton did much of its work in what is now Fort Stevens State Park. At the time the area was still an active military fort and became a park in 1955.

The group here for this weekend's reunion originally started arriving in Warrenton for work in October 1937. Many served under Col. John Parratt, who died several years ago in El Paso, Texas.

This is the fourth reunion they have had in Warrenton since they began meeting each year in 1974.

Members of the 491, who were the second and last corps company to serve in Warrenton, like to joke that they replaced a group of young men from the Northeast who would not

work because of the rain.

"We Southerners came out and did a pretty good job," Brantley, who came to the corps from North Carolina, says.

Others remember when Warrenton had wooden sidewalks and a group of corps workers helped get a city official's cows out of a ditch.

Evidence of the corps work can be seen in the grass near Coffenburg Lake, which keeps the body of water from being filled with sand. Or the mature grass in the Fort Stevens beach areas, which keeps the dunes from eroding into flat beach.

Neither rain nor sand storms kept the men from their task. The government issued the men rain-repellent clothing, or "tent suits,"

as the corps members call the bulky gear.

"But I don't think many of us complained," Brantley says.

Elmer Farrell, who came from Tennessee and served as a first sergeant in the corps, ended up staying in the Warrenton and Astoria area after his service. He says one of his most memorable times in the corps was an impromptu visit from Gen. George C. Marshall, who later went on to initiate the Marshall Plan, or the European Recovery Program, after World War II.

At the time of the visit Farrell, who had studied to become a medical assistant to the camp doctor, was about to stitch up a wounded man. Marshall asked Farrell if the man knew what he was about to do and Farrell

assured him he did.

Later, after Farrell had risen to senior command position in Company 491, Marshall wrote Farrell a commendation for his "fine and faithful work in the CCC."

Charles Alford, who came to the corps from North Carolina, says serving in the company was a sure way to eat three meals a day, and get some work experience under his belt.

"It was a rough time at home," he says, puffing on a cigar. "Nobody had jobs then."

The corps paid each man a base salary of \$30 a month. The men sent \$25 a month home to their families and kept \$5.

At a time when 25 cents bought a movie ticket, popcorn and a dime's change, \$5 was a luxury for the men, or as one reunion

However Holland Beach grass has very deep roots, doesn't smother easily, and tolerates salt. The CCC boys transplanted plants rather than planting seeds.

The third step was to plant Scotch Broom among the Beach Grass stalks and the fourth step was to plant Shore Pine (a short 2 needle pine, *Pinus contorta*) which has a different name every place it grows, in among the broom. After the pines were established the dune was considered stabilized. As a secondary benefit, some people find mushrooms hidden beneath the forest duff of these pines in the fall.

One of the Camp Boyington boys had a pet racoon that could turn on the ignition switch, wind shield wiper, and radio of a car.

Some of the Cedar Loop boys had an orchestra and a vocal group that sang twangy songs on KFJI and KAST. The local girls Ood and Aand over them much to the disgust of the local boys.

One of the local supervisors said that when they were to have a weekend off to go home to their wives for a visit they would refrain from drinking coffee for the prior day or two because the coffee was laced with salt peter to allay the desires of the teen age boys.

Some people said that the CCC boys brought the opossums with them, but Bryson Lausch hotly denied this saying that it was a soldier at Fort Stevens who did it and named the soldier.

There was a so-called "old mans Camp" on the ridge road altho others called it "a camp for winos." One of their jobs was to make the Coffenbury Lake trail and they drained 350 acres of Brallier Swamp and planted it.

Most of the groups stayed : . 6 months and there were about 200 at Camp 07. almost all of the boys returned home when their time was up but among those those who remained permanently were John Gamble, Elmer Ferrel, Paul Alanus, Bob Hokela, Warren Knispel, and Jim Smith.

There were several CCC camps in the general area and altho they had official camp numbers, locally they were called by place names

Camp Boyington (named after the County Judge) was three miles south of Welker Creek on Road 202 and was a road project for local boys.

Ecola Park Project was for New York Boys.

Saddle Mountain Project was to make the trail up Saddle Mountain.

Cedar Loop Camp 491 was for dune control and was for Tennessee and Kentucky boys

Hist Project probably roads

There were CCC camps all over Oregon. The boys were given spending money only but it was not designed to make millionaires but to make busy work for idle hands.

The following letter appeared in the Daily Astorian 12 Aug 1974:

" The Daily Astorian recently reported a reunion at Warrenton of Company 491 of the Civilian Conservation Corps. This is to inform you that those 'rebels' did not do all the work from Surf Pines to Fort Stevens. We Yankees from Massachusetts who were in Company 2111 did a lot. Here's a run down.

"We built 30 miles of sand fences, 1,050 rods of barb wire fences, planted 340 acres of trees and shrubs, seeded 225 acres of pasture, planted 100 acres of Holland Grass, laid 30 acres of brush mats, collected 8840 pounds of seed, collected 1,193,000 tree and shrub cuttings for planting stock, and made 364,000 fence pickets.

The advance cadre of our company arrived at Warrenton 21 June 1935. Construction was completed 25 Oct 1935 and the main body of our camp arrived 28 Oct 1935. There are five of us still living in Clatsop County.

R. J. Thomas
Seaside

WARRENTON THEATER

A. Clapp and Jim Anderson built the quonset-hut theater and operated it for a few months. Then Bud Charlton and his sister bought it in 1949. They operated it for a while but TV cut into attendance so Bud left the theater and some of Bud's nieces ran it until they too got frozen out.

The theater was adjacent to the City Hall.

DAFFODILS

The culture of daffodil bulbs on Clatsop Plains started in the early Depression years and lasted to the end of WWII. The first farmer to grow bulbs commercially was A. H. Fuselman whose fields were located on the Ridge Road where it joins the Columbia Beach Road at the South end of Smith lake. Prior to bulbs, Fuselman hatched chicks. With his arrangement he could hatch 2600 chicks every 12 days at his Hazeldell Farms. Fred Hurlburt of Glenwood Farms also hatched chicks and he alternately produced 1000 Barred Rock fliers and 1000 white leghorns, but not every 12 days. Genevieve Van Volkenburg and her husband Earl also raised chicks commercially.

Ralph and Victoria Lamb had property across the road from Fuselman and were also early bulb growers. Other early bulb growers were Ralph and Floyd McNatt, Ben Hays, A. Harshberger, Earl and Blanche Pickering, Catherine and Fred Hurlbutt, Newt Schneider, George McClain, Earl Van Volkenberg, Earl Seamster, Charles Johnson, Lorenzo Lagus, and Art Fertig.

The bulb fields were principally along Highway 101 from Columbia Beach Road to Cullaby Lake. Fuselman had about 9 acres of bulbs and the Lambs had about 10 acres in production and about a like amount in fallow.

In culture, the bulbs grew well in the light dune soil of Clatsop Plains. The occasional dry seasons that are the doom of late season crops on the Plains didn't seem to hamper bulb growth unduly.

To favor bulb growth, the blossoms were clipped and carried off the field. The bulb farms were generally located in the vales between the dune ridges. However due to the low fertility of the Plains soil, daffodil bulbs could be cropped only every second or third year. On the years that the land was not in bulbs it could not be left fallow but had to be planted in a grain crop that was an annual and most definitely not in a perennial grass crop. In fact getting rid of the quack grass and other grasses was a major problem on new soil.

In practice the bulbs are planted on the side of a plow furrow much in the manner of planting potatoes behind a 14 inch plow. In February the first flowers bloomed and the blossoms were picked to put more growth on the bulbs. In the late summer the bulbs were plowed out, gathered, disinfected, and dried. The disinfecting chemical was used at an elevated temperature. Some used formaldehyde for disinfecting and some used a trade name chemical from a supply house. After disinfecting, it took 6 weeks or so to dry even if they were protected from dew and rain.

As a bulb grew in size, it produced a couple of daughter bulbs on its' sides. These young bulbs, or slabs, were rather thin and cup shaped as they nested close to the mother bulb. These slabs would be planted in the fall in their own rows for next years growth. Most of the bulbs were round however. When the bulbs were dug in the fall naturally some bulbs were inadvertently missed, so in the spring any stray bulbs were dug up when the plants were in flower, a practice called rogueing.

The bulbs were graded in several ways but once they passed muster for marketability, the next criterion was size. Weightwise some large bulbs weighed a pound. However size was expressed in centimeters and No. 1 bulbs were 16 centimeters in diameter or about 6 inches. Some large bulbs had two crowns that would sprout during the winter and these so-called 'double-nose' bulbs were automatically ranked No. 1 regardless of size.

After being dried and graded, the bulbs were packed in boxes 12" by 36" and 28" high. A box of 500 bulbs weighed 190 pounds and they were stacked four high in a rail car.

The variety in greatest demand was the King Alfred, which had a large trumpet, and the demand tapered off thru a half dozen other varieties like the Silver Star and Poets Narcisses. There are almost countless varieties and they are all in the Narcisses family group.

For marketing, most of the Plains farmers belonged to the OregonBulb Growers Association and at the height of the production years 6 box cars of bulbs were shipped in one year by the Plains farmers using the Columbia Beach team track.

Bulbs were produced thru the Depression years up thru WWII. After WWII, Holland was encouraged to produce anything they could and daffodil bulbs fell in that category. The U. S. market for bulbs is mainly in the Eastern states and water freight from Holland was cheaper than rail freight across the U. S. So the market price for bulbs fell as monetary inflation surged and Clatsop Plains bulb farming died a peaceful death.

Returning from the war, Col. Fertig tried to start a new life raising bulbs but the bulb association couldn't admit any new members when it couldn't sell the bulbs of its' present members. The Lambs had 125,000 choice bulbs but could sell only 25,000. To boost the price, the Lambs put their 100,000 bulbs together with those of the other growers, spread them on the road, and crushed them with a crawler tread. Art Fertig didn't dig his.

Blanche Pickering, a creative person, used the plucked blossoms from their field to spell out the name she gave to their farm; DUNEHAVEN. Then in 1943

Pauline Stanley got the bulb growers to amass their blossoms to form a large yellow Easter Cross in front of the Clatsop Plains Presbyterian Church. There the grounds have a slope facing the Highway 26-101. It takes 50,000 blossoms to make the bold-faced cross, 40 feet on the staff and 22 feet on the cross. The staff is 40 inches wide and the cross is 36 inches wide. In 1980 the church started a bulb field behind the rectory with 17,000 bulbs purchased from Auburn wa.

The Clatsop Plains Pioneer Presbyterian Church was organized in a private home in 1846. Robert Morrison gave part of their Donation Land Claim for church grounds and also ^{gave} money for the lumber. The first church blew down in the 1920s and the present building was then erected.

Children on Clatsop Plains sometimes set up roadside flower stands for customer self-service. Most customers paid, some customers didn't pay, while the remaining few took all the flowers and the money jar too.

Blessed or cursed with rhizomes, bent grass is terminal vegetation in the Plains. Thru the 1940s some farmers around Miles Crossing raised bent grass and some fescue as a crop for lawn seed. The industry died out in the 1950s. Rhizomes are the jointed, spear-like roots of crab grass, bent grass, and quack grass that will spear thru a one-pound potato, or almost any thing that gets in its' way.

Another source of income for Warrentonians in the Depression years was brush picking. Tree moss, sword ferns, wild flowers, and the like were much used by funeral parlors and were brokered by I. P. Callisons of Seattle. And their offices in the Vance building would knock your eyes out.

However by far the most common way of supplementing a meager income was to grow a vegetable garden because any quality produce could be sold at least at wholesale price. Some people used their own hammermill-ground, unbolted wheat for bread. It was grainy and didn't rise as well but mixed with commercial flour it was useable.

An attempt was made to induce people to set up garden plot at Camp Rilea but it was not successful for two reasons. The soil was poor and a garden must be reared like a baby. Constant, unceasing attention is necessary.

MINK RANCHES

George Kinghorn was born in Staunton, Macupin County, Illinois: around 1892. He had an unusual aptitude for music and learned to fiddle at an early age. He played only by ear and never took lessons or learned to read music. His technique improved rapidly and he memorized many songs. Then it was found that he could play back a composition after hearing it played but once.

At age 9 he was on the concert stage. In knee pants, with hair in log curls, he stood on a chair and played his violin, demonstrating that he could play back music that he had never heard before.

But the novelty of such a performance meant much more to the impressario than it did to George. Rather than tedious road performances, he would rather play with other children and he grew to hate that violin.

By the latter 1930s he was making a shabby living on a mink ranch west of Smith lake, with a wife, a son, and a daughter. His marriage was a stormy one, however, and after a marital spat, George would seize his violin and leave the house for the woodshed. All alone, for the next half hour he would play wild and haunting Gypsy melodies interspersed with the gentle tunes of Foster and Bach. Then he would reappear in the house, completely relaxed and congenial as if nothing had ever happened.

The Columbia River area was an important mink ranch area due to the availability of fillet plant scrap for mink food. There was a truck route that delivered ground fresh mink food to the ranches daily and Wilt Paulson's Electro Cart manufactured mink feeding pumps mounted on a cart. Crab pots were also welded up at the airport and an ancillary job was created for high school boys to wrap the iron pot frames with inner tube rubber and then weave in stainless wire. Galvanic action set up between the iron pot frame and the wire and the wire would 'saw' a slot clear thru the frame unless they were insulated.

The venier slicer used at Uptegrove in Astoria was a rather novel device. The mill was at the Port Docks during the Depression, Later it was in Warrenton but it is not known if it was in production in Warrenton. It was purchased by Uptegrove in 1933 from a mill in Tennessee that used it on poplar. It was mechanical and the blade travelled on a runway as it was driven by a feed screw. The blade was similar to a planer blade. The venier thickness was adjusted by a cam and this particular slicer would cut venier up to 57 inches long. Mostly old growth spruce was used but some alder, fir and hemlock was used. Cants were sawn as the logs floated in water in lieu of a carriage for the head rig. The cants were not planed and most of them were 5" or 6" wide altho the blade could cut 9" and 10" wide. The cants were softened for 24 hours in a steam box and the blade was set on a 45 degree angle. The blade was motivated by a scissorlike device that reciprocated. Maybe it was like a scissors car jack.

Some shook was sent back east for cigar boxes but cardboard could under-cut the FOB delivered price in that trade.

The plywood was made in 4 feet by 4 feet and in 4 feet by 6 feet sheets but was made with soybean glue so it was not waterproof--probably to avoid the characteristic warping of hot-press plywood. When the plywood was made of alder, it had the characteristic white winter grain of alder that would make a pretty wood for hollow core doors. Peeler plywood does not bring out this grain.

Bob McGhee was foreman and he later worked at Astoria Plywood. Josiah West was one of the earliest farmers to raise cranberries. Some sphagnum moss was grown on Cullaby lake in the 1970s and 1980s.

Many industries have sprouted, matured, and died in Warrenton. The classical rule that 99% of new businesses fail is part of the reason for failure and decadence is another. These are a few of the industries that at least sprouted in Warrenton:

<u>Agriculture</u>	<u>Fisheries</u>	<u>Timber</u>	<u>Miscellaneous</u>
daffodils	blue backs	dimension lumber	beer
bent grass seed	chinook	export logs	crushed rock
broilers	shad	rotary plywood	liquid fish fertilizer
eggs	pilchard	sliced plywood	beach combing
milk	clams	airplane spruce	railroading
hogs	keta salmon	shingle	express
beef	albacore	box shook	brick
mink	liver oil	closet poles	hydraulic cement
mint	cannery oil	cigar box shook	mink feed pumps
nutria	reduction products	oars	Steamship lines
tannery	scallops	broom handles	tourist trade
harness	crab	boat lumber	transportation
sails	crab pots	barrel staves	
cranberries	mussels	doug fir seeds	
funeral brush	sea weed	Furniture	
ag bag silos	mink feed		
	tuna can filler		
	fish boats		
	fish hatchery food		

COMMUNITY CENTER

The idea to build the second community center in Warrenton started in women's club. When one of the club members was asked what the name of their club was she laughed and said "Well, at the city hall they call us 'a bunch of old women in tennis shoes' but we call our selves 'The Crazy Eight'"

A women's club started meeting in 1979 and met in homes but the group wished they had a meeting place and decided to try to get a senior center built. There were eight in the group originally but some joined later and some dropped out.

The names on a wall-hanging in the center now are

Eileen Thomas	Cecil Smith	Hillard Heanziger
Alice Schwarzenback	Veda Waggoner	Ethel Sparks--secy
Dan Newton	Lucile Waddell	
Audrey Pevie	Ethel Buchanan	
Edna Black--Chair	Bessie Nichols	

For seven years they wrote letters to state congressmen and they financed their efforts with rummage sales, maintaining a tourist information booth, staging a a rocking-chair-a-thon, and some securities investments. They got some local subscription money. Finally they got the interest of the City Hall aroused and the City of Warrenton made formal application for a grant from the federal Housing and Urban Development, Community Development, Block Grant Branch. They were granted \$ 302,000. for a community center; funds administered by the State. The contractor was Taggart Construction of Portland and the architect was Fred Cooper and Associates. Much of the labor was volunteer.

The building was built in 1987 on city park land. The building measures about 40 feet by 40 feet and the main room occupies most of the space. There are lavatories, a kitchen, chairs, tables, an office, and a small committee room. There is a nominal fee for its use and users are required to do their own janitor and kitchen work--afterwards. Della Wilson is stewardess for the city.



Shilo Inn



Warrenton Community Center

Jay H. Coffee told of working as a farm hand in the hayfields of O. K. in his youth. Later Jay learned carpentry as an apprentice and still later he turned to auto mechanics.

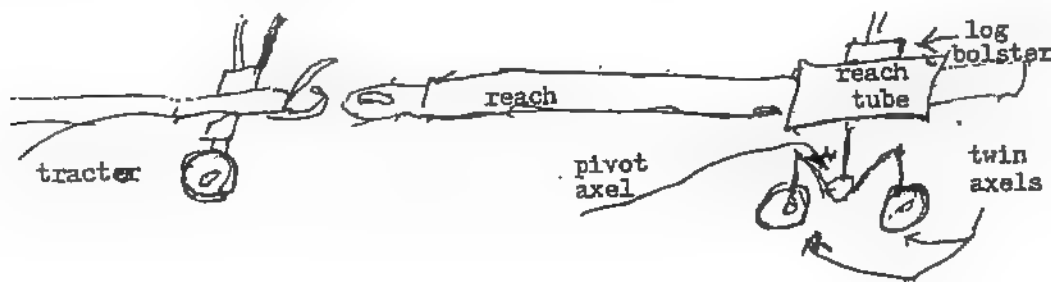
Lester Kindred as president, Arthur Knight as vice president, and Jay Coffee as secretary-treasurer formed Service Garage and built their building in 1924. Arthur was fire chief and Jay was a councilman both unpaid jobs. Among other things they built log truck frames and they built the first double-axel log truck trailer. They made 10 of these trailers, which they called the 'Clatsop-built Trailer' and some of them were for Bill Hollenbeck Logging Company of Seaside. Then one of the employees quit and started making the same model in Portland, claiming that he made the first one. Jay said that maybe he worked on the first one because the whole crew worked on the first one but that the first double axel log trailer was made in Service Garage around 1931. The Great Depression caused work to stop.

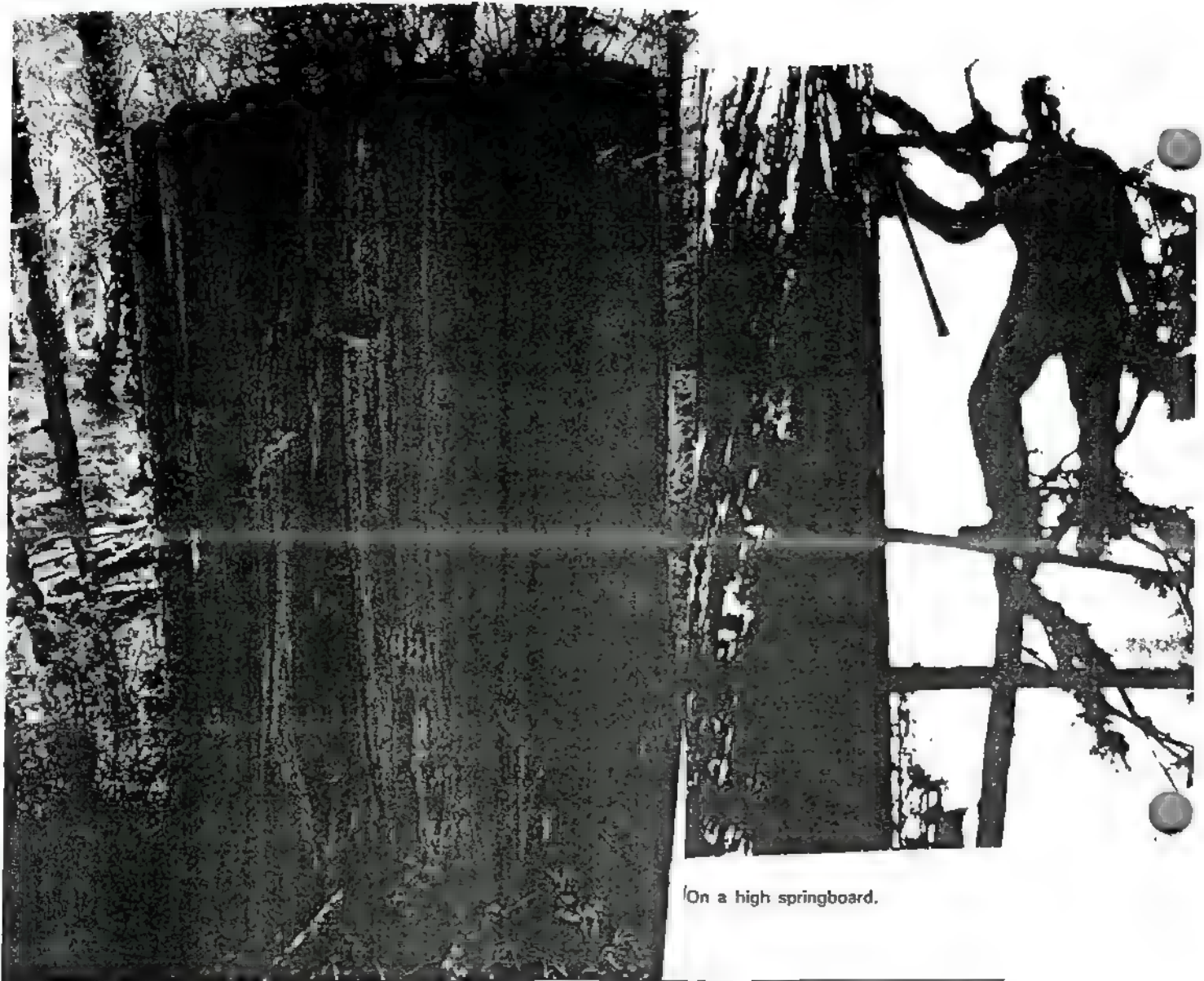
Around 1932 or 1933 a Seaside blacksmith, Rudolf Leutwiler, made an 8-wheel trailer for Hollenbeck and by this, no doubt, a double axel trailer was meant.

Due to the reach, a single axel trailer allows the the load to pivot about that single axel as the tractor goes ahead on hilly roads or the trailer wobbles on corduroy roads. Not so with twin axels.

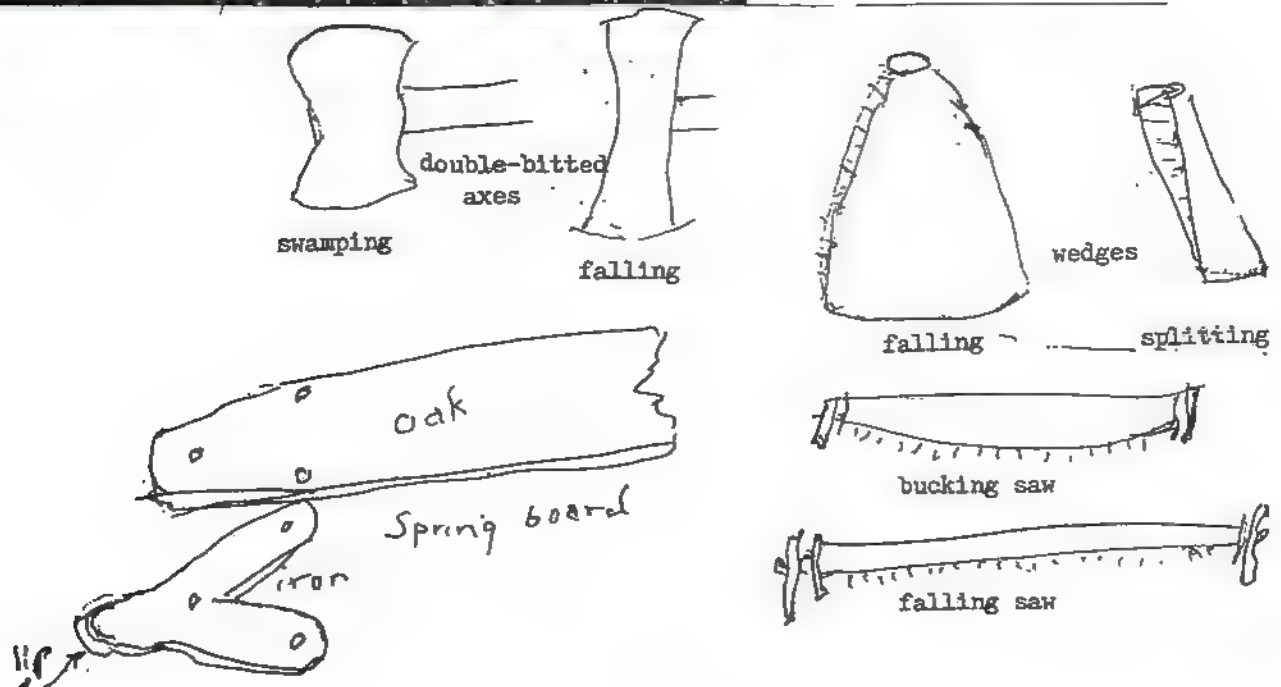
A satisfactory pivot effect was achieved in the 'Clatsop-Built' Trailer by introducing a third 'axel' between the twin axels. About this pivot axel the tractor can go up or down on hilly roads. or one of the twin trailer axels can go up or down on corduroy roads and still the heavy load of logs remains steady.

Had this idea been patented it would have been worth a pot of dough because it could have been easily policed. Jay never mentioned a patent. Current trailers have sophisticated engineering but the basic engineering is still there. Some designs have the pivot axel or 'dead' axel up near the bolster but it doesn't function quite the same.





On a high springboard.



TILLAMOOK BURN

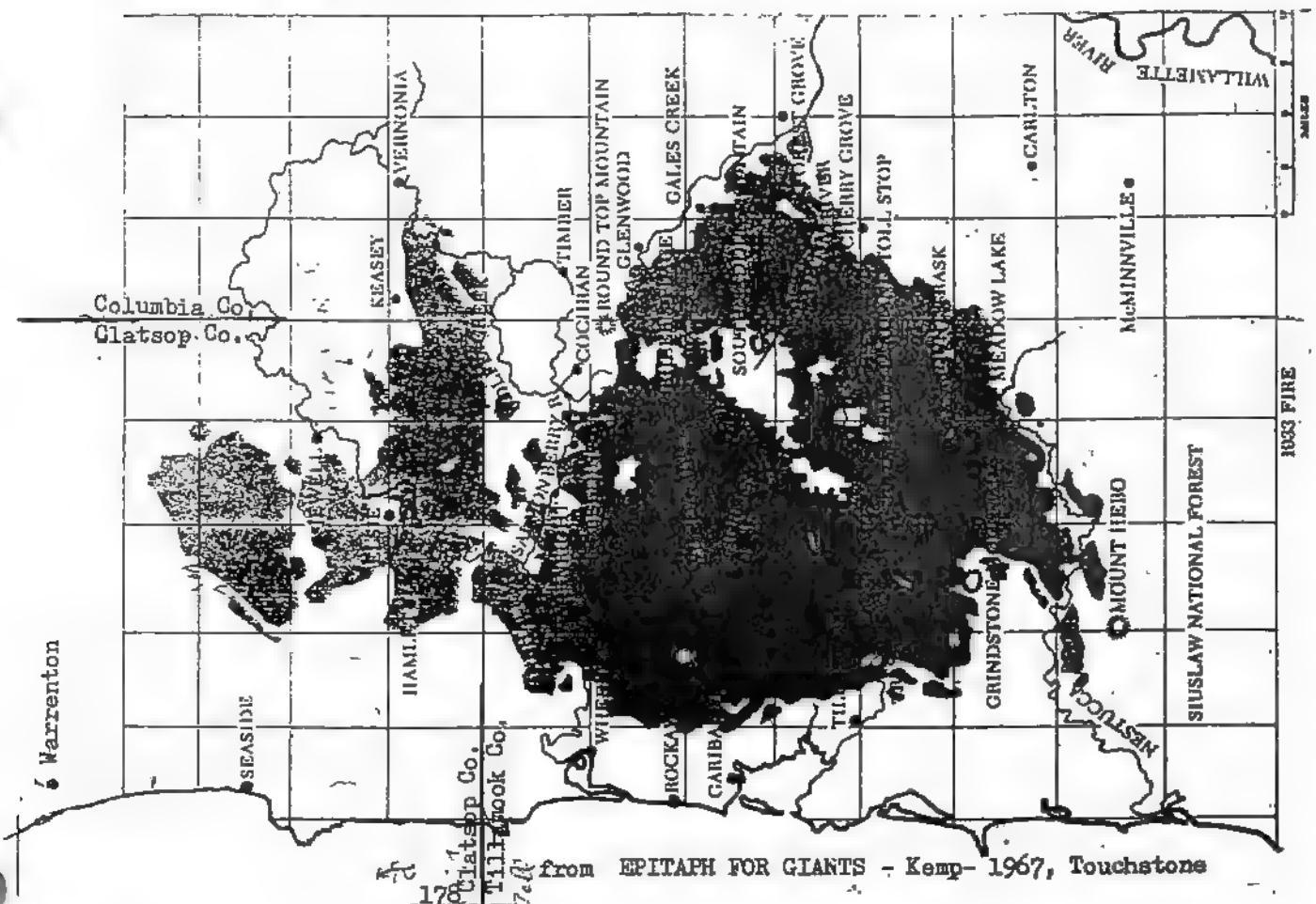
After the great 'Tillamook-Burn' fire in 1933, Oregon sawmills were encouraged to use salvage timber before rot and insects took their toll first. Not that the 1933 fire was Oregon's only "bad" fire. Far from it because there were bad fires in 1845, 1878, 1932, 1933, 1939, 1945, and 1951.

When the humidity is very low, say 20 %, fire danger becomes highly acute and loggers leave the woods entirely by noon or even earlier. A fire can start from a cable-rub or an engine spark, let alone careless smokers and the like. Lightning strikes require prompt action by smoke jumpers with full equipment.

The '33 fire was the granddaddy of fires. It started because a logger kept working into the low humidity time of day and it burned until it rained--two weeks later. Altho hundreds of men fought it with back-fires, the main blaze 'crowned' in a stiff wind and raced thru the tree tops, starting many spot fires. Many burning fagots fell into the Pacific Ocean. If these spot fires are included with the main blaze, 600 square miles of old growth forest containing 13,000,000,000 board feet of timber was on fire. Most trees were not reduced to ashes but rather, the trees were turned into lightly charred snags. These snags were logged for salvage timber.

The blaze was something like 50 miles long by 30 miles wide, of highly irregular shape and extending northward from 10 or 15 miles below Tillamook.

The Burn has been replanted and logging is expected to be in steady operation by the year 2000--if we can keep a lid on the fires.



SALMON FLESH COLOR

Not all species of salmon have flesh that is of the same color. Puget Sound Humpbacks are called "pinks" and Bristol Bay sockeyes are called "reds" to distinguish each of them. Columbia River Coho are called 'medium red' and Columbia River Chinook are hard to beat for taste but their sickly red flesh color only gets them a bronze medal. Salmon can't synthesize the red color and it comes from their diet, crayfish in the river and shrimp or red-crab in the ocean. Red seems to be an attractive culinary color to the human eye and oil is a pleasant flavor of protein. People will choose red color every time for food. The flavor of a lean salmon can be enhanced in the kitchen with the subtle use of salad oil.

Hatchery fish can readily have their flesh colored with a diet containing either natural or synthetic pigments. It can even be over done and produce an unnatural coloring.

In Southeast Alaska most kings have the usual color of kings, but a few, less than 5 %, are white. They both taste the same but the whites take a severe market discount. Both fish are on the same substrate.

Now if Oregon Coho are in decline, and if the flesh pigment comes from shrimp, and if the shrimp are heavily fished, is the population of salmon being reduced by the shortage of food?

SQUAW FISH

Squaw fish are a native fish that is a troublesome predator on down-stream salmon smolts. They are not captured by either sportsmen or commercial fishermen. The Fish and Wildlife Service does not wish to eradicate the fish but would like to control the population of them. They pay \$ 2.00 a fish as a bounty to boys to catch them by angling. They are a sizeable fish all right but they are not a choice dinner table item.

HOUSES

The 1858 House in Warrenton is unique because of the history hiding behind its 140-year old walls.

Mary Owen wanted a house badly enough that, with no carpentry background, she poured cement and nailed one up herself--and lived in it!

In the Depression Years, Olaf Knutson, a retired old salt, found enough driftwood boards on the beach for part of a house; then he scrounged up the rest. It wasn't an orthodox house because he built on top of a huge stump as a foundation--one room, a stove and a bed. Soon he needed more space so he built a bedroom straight up over the kitchen. He crawled up a ladder to get there. But he yearned to see his old friends, the ships, go by, so he built a living room on top of it all--straight up, another ladder of course. Now he could see out over the top of the brush. Folks called this architectural curiosity The Captain's House.



JAIL

The old concrete box that Warrenton used for a tank for drunks in lieu of a jail was torn down in 1958 when the new and modern City Hall was built. That concrete box had its' day. And its' nights. One night, maybe around 1925, a couple of drunks got dried out enough to notice a crack where the walls joined the ceiling, and they tried lifting the ceiling-roof. It moved, so with a man at each end, they dislodged the ceiling-roof to escape. Then the City riveted in some drift pins to secure it. Hammonds jail was in the wooden city hall but it had iron bars.

LIBRARY

The City of Warrenton had a small library around 1950. The collection started with a few books owned by a Mrs. Weigl who made them available in her home to interested people. Her collection was augmented by donor gifts. As her health declined, she wanted the City to take the books and the City did. The old wooden City Hall at that time stationed a fire truck in a narrow room adjacent to the offices of the City Hall but when the permanent Fire Department Headquarters was built, the narrow room was used as a library. Dick Baldwin was City Manager then, and Jane Walters was secretary. Jane assumed custodianship of the library and was given a limited budget for book acquisition. The Warrenton Junior Chamber of Commerce took up library development as a project and built some book shelves. A volunteer professional librarian and a Mrs. Schultz catalogued the books. Two different people have guesstimated the number of books at 4000. A library funding project failed at the polls when the new City Hall was built in 1958 with no provision for a library. The Warrenton schools picked out the books that they wanted and the rest were sent to Lewis and Clark school. L and C shelved some of the books and stored the rest in a damp place. When the books started to mold, they burned them.

Then things remained stable on Main Street for a few years until the new 101 highway was built and almost immediately development set in. Out of State and Canadian capital made it a shopping center with a street parallel to the highway, less than a mile from the end of the Youngs Bay Bridge. Payless was one of the first big stores and then came Thriftway. The liquor store was among the first stores to leave Main Street. Coast to Coast Hardware sought larger quarters out at the development on 101 now called Youngs Bay Plaza. Then Shilo built a 4-story inn and banks and smaller stores moved in from Astoria. The biggest store to set up is Fred Meyer but Costco talks of setting up a branch discount store.

There is talk of a new library. Should it be at the Plaza or in Old Warrenton? Warrenton's population is steadily approaching 4000 and when it does, around 1995 or so, state law requires recycling because of the national problem of garbage disposal. Fort Stevens fills its' 600 camp sites in the summer so there are an added 2500 people as transients. Warrenton currently has no tourist-trap entertainment.

BULL FROGS

There were still bull frogs in Warrenton as late as the 1950s. The bull frogs only croaked occasionally as compared to frogs like the brown and green ones. The brown frogs would remain silent for a few minutes but as soon as a single frog would croak in the spring, all of the other frogs would join in the mating call, saying "Me, too". The bull frogs didnt compete in this chorus but at quiet times would give about three bellows in succession, each in turn being less loud than the one before it. Some folks think the frogs say "Juga rum". The bull frogs were on the edges of Warrentons many lakes and creeks and their distinctive croak was their downfall. The high school boys used four-tined barbed spears to seize them. Then they sold the hind legs to restaurants the next day. The bull frogs are nearly extinct almost everywhere now. There were leopard frogs in places for a while butas some of them had legs large enough for the restaurant trade, they too are extinct in most places. The bull frogs lived to an age of 10 or 15 years.

SPRING BOARDS

Today loggers use chainsaws to fall and buck trees, but prior to the Depression they used axes, falling saws, and wedges. Sometimes the tree had a swelled butt, or sometimes there was under brush, or sometimes the ground was not level, and generally the loggers preferred the added thrust that the spring board gave to a falling saw or ax. With a falling ax a logger defly chopped a spring board notch in a tree with no more than a half dozen licks, then poked the steel-tipped end of the spring board into it. They scrambled onto the board as easily as a squirrel. The tree stump is not wasted today, even tho the butt is badly timber-bound.

Today's expression "skidrow" is a corruption of "skid road" which Puget Sound loggers called 2nd and Occidental in Seattle where unemployed loggers congregated.

FISH LIVER INDUSTRY

The fish liver industry and the Great Depression, by happenstance, occurred at the same time. Surprizingly, vitamins weren't discovered until 1928 and in rapid order they were given alphabetical names. Vitamin A and Vitamin D were found to occur in fish livers in varying amounts depending on the species. Some animals have theability to store vitamins A and D in their liver or other visceral proteins if they ingest more of them than is required for their health. Fish and polar bears can do this but humans can not. In fact many fishermen have had the skin killed on their face or hands after eating fish livers. Others have had an intense headache start about 3 hours after eating fish livers and then persist about 3 hours after that.

Vitamin D was exploited from albacore livers first and Columbia River Packers Ass'n removed the livers from the fish and sent them to Abbot Laboratories in Seattle. Abbot Laboratories had a trade secret method of recovering a vitamin-bearing oil from the livers. Then several companies, including Bioproducts, got into the act

by independently developing trade secret processes for recovering fish liver oils. All of the processes were technical, required a chemist, and, as it turned out, were all the same. The 50 % to 60 % oil in shark livers can be removed and still leave most of the oil in the liver, presumably attached to protein. The 10 % to 15% oil and the vitamins in the the livers of bony fish (teleosts) is bound by a loose chemical bond. When the protein is dissolved in alkaline water, most, but not all, of the oil and of the vitamins is released. About 2 % of a bony fish and about 10 % of a shark is liver.

The fishermen didnt reap any benefit from tuna livers because the fish were landed in the round. However they did sell tons and tons of fish livers taken from shark, halibut, ling cod and other bottom fish. One boat, the Tordensjeld, delivered \$ 65,000. worth of soupfin shark livers from a single trip while the Great Depression was still on. Fillet fish were then selling for 2 or 3 cents a pound. George Muskovita was one of the first fishermen to drag for dogfish. Bioproducts sold dogfish liver oil by the tank car. Despite the intense fishing for soupfin and dogfish, their numbers did not decrease. Either their population is limited only by food supply or wandering pelagic populations move in.

Both Vitamin D and Vitamin A eventually were made synthetically and that caused the market to plummet. Vitamin A fell from 50 cents a million International units to 1/4 ¢/ M units. Vitamin D fell likewise in price.

HAKE OR PACIFIC WHITING

Hake is a fish that was quite unexploited for a long time. The flesh is soft and doesn't keep well on ice. It doesn't freeze well. Then, like most fish it doesn't can well raw but the trouble is it doesn't precook well. Its flesh turns to mush in a reduction plant and it is virtually impossible to get a press-cake that is less than 70% water and it should press down to 50 % water. The fish is not a bottom feeder and requires a special mid-water trawl for fishing. About the only thing going for it is that it is plentiful. However a limited amount of filets are sold fresh. The big deal is that almost 200,000 tons of them are processed a year into imitation crab and shrimp and called surimi, a lot of it exported to Japan.

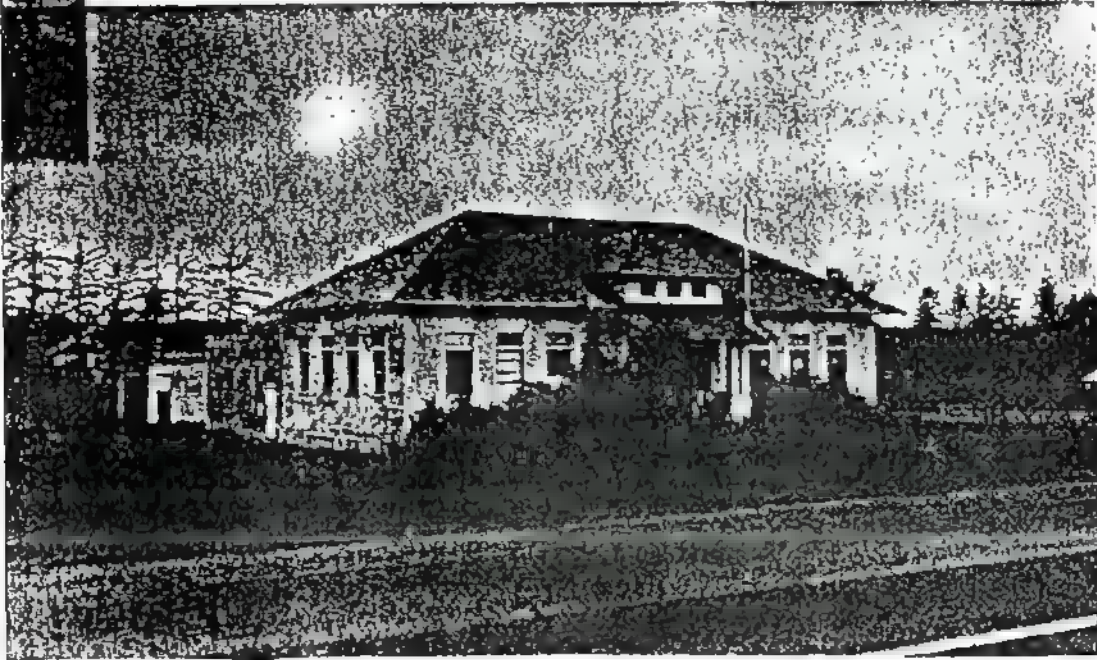
INTRODUCED SPECIES

Ben Hur Lampman wrote a book "The Coming Of The Pond Fishes". It tells that carp, crapple, shad, blue gill, and some other fish are not native but are introduced species to this region.

Wes Batterson was an outstanding biologist in Northwest Oregon who collected birds for a taxidermist, Alex to mount. Alex assembled an outstanding bird collection at the Tillamook Pioneer Museum.

There is a very limited amount of salt water mussels on the northern Oregon coast. They can be taken only by permit because of the danger of poisoning by sea-borne organisms and the need for special training in acceptable harvest technic.

Old School to Be Removed



The first school house on this spot was built of logs by Robert William Morrison in 1847 on his claim. It had a clay and stick fireplace and it probably had leather door hinges and rawhide/cloth windows. It was a 3 month subscription school.

The second school building was probably built in 1854 of sawn boards, when Clatsop County School District #2 was created on 1 October 1854. It was financed by taxation and School Funds.

The third school house on this spot is thought to have been built about 1914. It was still called the Morrison School but it was a substantial and painted building. It was used until 1948 and was torn down in 1954. The Morrison District consolidated with Warrenton. The Clatsop School District #3 was created on 21 October 1854 at the south end of Cullaby Lake and it consolidated with Gearhart.

INDEX OF NAMES

Abbott.....55, 58	Brallier.....6, 8, 58	Courney.....2
Adair.31, 47, 48, 49, 58, 59, 89, 128,136	Brantley.....168	Crosby.....94
Aiken..... 48	Britz.....143	Crows.....48
Alanus..... 169	Brock.....25	Culp.....158
Alex.....182	Bronson.....152	Dant.....153
Alford.....168	Brown .48, 95, .101	Dart.....32
Allen.....161	Buchanon.....175	Daughesty.....43
Anderson..6,48, 147, 150, 170	Buffington.....158	David.....150
Appert.....162	Bunyon.....161	Davidson.....48
Atwood.....27	Burnside.....48	Dawson.....55, 58
Baker.....81	Byland.....60, 142	Day.....6, 8, 140,161
Baldwin.100,117,153 158	Byrd.....158	DeForce.....145
Ballman.....180	Callahan98	Dellinger...127, 161
Barlow.51,112, 161	Callender.....92	Diamond.....130
Bartholomew....98	Callison.....172	Dichter.....153
Barton.....48	Carnahan.....25, 92	Dobbins.....136
Batterson.....182	Carrington....147,158	Dodge.....58
Beckett.....101	Carrothers..147, 154	Dosier.....147
Beerman.....48	Caruthers.....25	Droker.....4
Belcher.....101	Case.....94; 95	Dunn.....158
Bell.....24	Celiast..5,6,85, 130,	Dwyer.....101
Bellingham....153	Chamberlain.. 165, 9	Eaton.....80, 81
Belloni.....151	Chapman.....27	Eberman.....22, 48
Berg.....150	Charlton.....170	Edison.....111
Bergerson.....154	Chessman.....133	Edwards.....150
Bickford.....81	Clapp.....170	Elder.....25
Biddle.....6	Clifton....28, ..47	Elliott.....147
Black Black.....130	Clough.....78	Elving.....130, 133
Bodie.....81	Cobaway..6, 7, ..85	Evenden116
Boelling.....40	Cobb.....162	Fairfield.....58
Boice.....158	Coes.....48	Falconer.....106
Bolt.....151	Coffee.....37, ..101	Farier.....138
Bosshart.80,109, 112	Collier.....62, 63	Ferrell....168. 169
Bowlby..... 94	Collins.....59	Fertig.....170, 172
Boyington.....169	Coma.....112	Fisher....24
	Condit.....19, ..48	Flagg.....161
	Conger.....155	Flavel...8, 70, .101
	Cook.....48	Ford.....136
	Cooper.....175	
	Corkill.....158	

INDEX OF NAMES--Cont.

Fout.....158	Harte.....101	Kelson.....112
Frost.....4, 7, 30, 46	Hartley...../158	Ketchum.....25
Fulton.....95, 96	Harvey.....165	Kilahotah....5, 85
Fuselman.....170, 171	Hathaway.....31	Killion....166,137
Gable.....136	Hays.....170	Kindred..48, 108, 126,
Gadsby.....58	Haugh.....154	176
Gamble.....169	Hedner.....51	Kinghorn.....173
Gaston.....94	Heerman.....	Kinney..51, 94,95
Gearhart.....48, 60	Heigl...../.153	Knight..81,176
Gervais.....5	Heanziger.....175	Knispel.....169
Gibbs.....108	Higgins.....81	Knotts.....60
Gillets.....48	Hill..25, 49, 59, 99,	Kopp.....66
Gillespie.....70	107, 111	Kotata.....85
Goldschmidt.....153	Hoagland.....159	Kuhn....., 111
Goodwin.....92	Hobson....43, 48, 60	Labonte.....5
Gore.....58	Hoeffler.....127	Lagus.....170
Glenn.....155	Hokela.....169	Lamb...../...170
Graham.....37	Holladay....94, 131	Lambert.....152
Gramson.....117, 158	Hollenbeck.....176	Lampman.....182
Grant.....19, 31	Hopkinson.....79	Latty.....48
Gray..2, 37, 40, 48, 59	Houghton..55, 59, 92	Laughlin.....60
60, 98, 106	Howell.....100	Laush.....169
Grimes.....94	Hull.....43	Lea.....32
Halferty.....58	Hume.....162	Lee..7, 43, 60, 88, ..158
Hall..26, 27, ...37	Hunt....22, 45, 107	Ledgerwood.....158
Halladay.....48	Huntington..94, 96	Lehman.....143
Hamilton.....158	Hurlbutt.....170	Leslie.....81
Hammel.....161	Ingalls....37, 40	Lester.....81
Hammond.....49, 122	Ireland.....161	Leutwiler.....176
Handley.....27	Jeffers....8, 42, 112	Lewis.....60
Hansel.....59	Jensen.....153	Linch.....139
Hapgood.....162	Jepson.....153	Lindgren.....47
Harald.....45	Jewett..48, ...106	Long.....60
Harding.....18	Johnson..26, 158, 170	Loomis.....24, 59
Harkins.....46, 132	Judson.....26	Louk.....48
Harper.....*.....139	Juhrs..6, 55, 59, 85	Lovell.....127
Harriman.....107	Kane.....4	Lyman...9, 23, 28, 60, 92
Harrison....8, ...158	Kelley.....152	Maize.....158
Harshberger.....170		Martin...48, 136, 158

INDEX OF NAMES--Cont.

Matier.....8	Nyland.....161	Sagen.....158
McBride.....27	Odell.....18	Sanborn.....95
McClain.....170	Olney.....48	Savery.....16
McClure....43, ...48	Olson.....159	Sayce.....59
McDermott.....106	Omen.....106	Schmitt.....116
McEwan...16,45,.. 48	O'Reilly.....130	Schwartzbach.....175
McKeen.....48	Overpack.....112	Scott.....96
McGhee.....174	Owen.....179	Scovill.....126
McGuire.....8	Owens.42, 43, 45, 128	Seamster.....170
McIntire.....81	Page.....60	See.....4
McKean.....40, 60	Parish.....24, 32	Seely.....101,...102
McLaughlin..11, 31	Parrot165	Shane.....48,...152
McNett.....70	Patterson.....152	Sheridan.....31
Meek.....9, ..10	Payette.....4	Sherman.....31
Megler.....94	Pease.....40, 48	Shively...25, 37,48
Meyer.....66	Perry...43, 45, 47	Shortness.....48, 60
Miner.....40	Pevie.....175	Sie.....9
Mitchell.....85	Petersen 101.....107	Siferts.....8, ..60
Moffitts.....48	Pickering.....170	Silver.....74
Montgomery.....48	Pike.....172	Skinner.....31
Monson.....128	Piippo.....147	Smiley.....152
Morrison..10,24,..28	Plue.....152	Smith.5,6,8,10,22,24, 47
43, 44, 48, 55,.59	Powell.....70	48, 55, 59, 125, 130
92	Powers.....48	164, 168,92
Mortenson.....113	Paulson.....173	Smotherman.....158
Mottley.....48	Prouty.....153	Spalding.....132
Mudd.....135	Puter.....50	Sparks.....175
Muelback.....81	Rameys.....48	Spittle.....106
Muffley.....152	Raymond..8, 22, 32,48	Stafford.....92
Munsells.....48	Reed.....101	Stanley.....172
Murphy.....81, .101	Reid.....94,95, ..96	Stevens.....48, 60, 81
Moskovita.....182	Richmond.....87	Stirand.....43
Napoleon.....162	Ringler.....138	Stoner.....98
Nation.....134	Roberts..85,.....92	Stoop.....6
Newton.....175	Robertson.....65	Summers.....42,...43
Neven.....161	Robinson.....41	Swain.....6
Nichols.....175	Rogers....74, 88, .99	Tagg.....23, 59
Norlan.....95	Roles.....152	Taggart.....175
Noyes.....94, 154	Russell.....153	Tailer.....43
Nygaard..107,154,156		Tallan.....48

INDEX OF NAMES--CONT.

Taylor....32, 48, 92, 94	Van Dusen.....94	Wilson..158.....175
Teague.....158	Van Volkenburg..170	Wingate.....92
Tenney.....60	Villard.....94	Wirt.... 8, 37, 47, ...48
Tetlow.....85	Waddell.....175	Withcombe.....112
Thielson.....95	Wallace,..48,...80	Wood.....22
Thomas...48,150,170, 175	Wallingford.....51	Woodfield.....127
Thompson..24,47,48, 81	Warren,25,60,80, 81	Wooton.....164
95, 90	95, 130, 152	Wright.....81
Tibbetts.....43, .. 45	Wasson.....88	Wyeth.....5
Tichnor.....136	Watt.....41	Yaimast..... 5, 6, 85
Tostum....6, 82, .. 85	Weigl.....180	Young.....95
Towler.....53	Welch.....25	Zatterlow.....161
Tracy.....73	Wendland.....107	
Trembley.....152	West....8,92,127,174	
Trullinger.....95, 110	Weyerhauser.....49	
Tuis.....48	Wilkes.....9	
Tuller.....38, 48	Willener.....139	
Uptegrove.....174	Williams..20,43,112	

SUBJECT INDEX

Aluminum.....	78	Fisheries, Pilchard.....	150
Battery Russell.....	69	Salmon Canning.....	162
Bent Grass.....	172	Salmon Cans.....	164
Big Ditch.....	92	Shell Fish, Clams..	140
Black Sand.....	75, 78	Shrimp..	151
Boarding Houses.....	136	mussels....	182
Boats to Portland.....	132	Squaw Fish.....	179
Bonds, Municiple.....	115	Flavel Hotel.....	101
Bridge Across Columbia.....	133	Flouridation.....	144
Bridge Across Lewis & Clark....	125	Forest Fires.....	170
Bridge Across Youngs River.....	131	Genealogy, Sol Smith, Cobaway....	8
Bridge Smith Point to Warrentn.	133	Warren.....	81
Cement.....	79	Growth of Warrenton.....	22, 157
Chinook Jargon.....	5	Hammond.....	119, 120, .. 122
Chips, wood.....	134	Hammond Merger.....	120
Civilian Conservation Corps....	166	Horses	144, 145
Clatsop Indians.....	2	Hunt Mill.....	22, 47
Clay Plant.....	112	Immigrants.....	158
Columbia River Bar.....	63, 70	Indian, Claims.....	34
Cleanliness, personal.....	21	Clatsop.....	2
Coin Shortage.....	64	Slavery.....	18
Court House.....	40	Treaty.....	32
Daffodils.....	170	Wars.....	31
Dance Halls, Columbia Beach....	135	Industry.....	174
Cotillian.....	138	Inflation.....	142, 89
Hammond.....	137	Japanese Net Floats.....	140
O. W. R. & N.....	137	Jails.....	180
Suomi Hall.....	137	Jetties.....	70
Domestic Life.....	109	Kindred Donation Land Claim....	128
Donation Land Claims.16, 17, 20		Land Claims.....	48
Donation Land Claim Numbers....	48	Lexington.....	8, 37, 38
Electricity.....	110	Library.....	180
Ferries.....	133	Life Saving Station.....	77, 108
Fisheries, Albacore.....	150	Light House.....	73
Dates.....	151		
Fishing the Chute....	73		
Fish Protein Concentl	163		
Hake or Whiting.....	182		

SUBJECT INDEX--cont.

Logging.....	177	Schools, County.....	52
Maps, Early Oregon....	12, 13, 14, 15	Land Fraud.....	49
Pacific Coast, early.....	121	Penniless.....	142
Warrenton Charter.....	83	Public.....	22
Methodist Mission.....	7	Skipanon.....	56
Migrants.....	158	Spelling Bee.....	27
Milling Grain.....	35	Subscription.....	22
Mink.....	173	Warren	86
New Astoria, Charter.....	128	Warrenton.....	87
Fire Department.....	77	Ships, American Shipbuilding..	130
Minutes.....	119	Canvasback.....	46
Newspapers.....	161	Hill Terminals.....	107
Nygaard Logging.....	154	Harkins Transportation..	46
Oil.....	159	Morning Star.....	46
Oregon Trail.....	30, 36, 120	Pioneer.....	45
OR/WN Border Line.....	144	Wrecks	72
Paupers Grave Yard.....	143	Soil.....	78
Pea Cannery.....	143	Societies.....	139
Personal Cleanliness.....	21	Taxes.....	22, 60, 61
Peter Iredale.....	74, 76	Telephones.....	111
Pioneers.....	10	Temperatures.....	90
Population Growth.....	157	Theater.....	170
Poor Farm.....	143	Tillamook Burn.....	178
Provisional Government.....	11	Trailers.....	176
Rain Water.....	109	Wagons.....	34
Railroads, Astoria & South Coast...	94	Whistle Inn.....	134
Astoria & Col. River.....	99	Warrenton, Formation.....	80
Burlington Northern.....	99	Warrenton Aerial Picture.....	124
S. p. & S.	99	Warrenton Charter.....	80
Reservation Graft.....	18	Warrenton Clay Products.....	112
Roads.....	130	Water Mains.....	113, 129
Roof Water.....	109	Whaling.....	146
Saloons.....	134	Wolf Meetings.....	10
Salmon.....	162	Venier.....	172
Sand.....	74, 124	Yellow Bank.....	41
Sawmills.....	152	Youngs Bay Plaza.....	180